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AMERICAN RAILROAD JOURNAL, &c.

NEW-YORK, OCTOBER 20, 1832.

NEW LOCOMOTIVE ENGINE.—We were much gratified a day or two since, by a visit to the machine shop of Mr. Wm. T. James, No. 40 Eldridge st., where we saw in operation, on a short temporary Railway in his yard, a Locomotive Engine, constructed upon an entirely different plan from any that we have before seen. No part of the engine, except the boiler and smoke-pipe, is over thirty-nine inches above the surface of the rails; and it is so constructed that no fire falls from the furnace, nor is a spark even seen to rise from the smoke-pipe. The cylinders are on the outside, and below the top of the wheels. It is to carry its own fuel and water: and the fire is driven by a bellows, worked by the machinery, and therefore is always in proportion to the velocity. It is estimated to weigh, with the supply of water and fuel on board, three and a half tons; and to run from thirty to forty miles an hour. Its power is equal to sixteen horses.

To give some idea of the ease with which it is controlled when under way, we saw it run a distance of about fifty feet, forward and backward, eight times in sixty-three seconds, including stops.

Mr. James placed it upon wheels without flange, a few days since, and run it over the pavements and Third Avenue, to Yorkville, about five miles—took

breakfast—and then returned to the city. The performance, he said, was highly interesting to those who saw it under way, and altogether satisfactory to himself. He has it in contemplation to take it to Baltimore in a few days, to give it a fair trial. It will be found, we predict, an ingenious and valuable addition to those already in successful operation on their Railroads. We wish Mr. James success in his efforts to introduce Locomotives upon his plan, for it is called the AMERICAN.

RAILROAD MEETING.—A meeting of the citizens of Selma and its vicinity will be holden at the house of William Huddleston on Saturday the 20th inst., to consult upon the measures proper to be taken in relation to the contemplated Railroad to connect the waters of the Tennessee and Alabama rivers. A general attendance of the people of the county is earnestly requested.—[Knoxville (Tenn.) Register.]

RAILROAD.—We understand that the Locomotive Engine extended her trips on the line of the Railroad, on Friday, to the 25th mile, which distance she ran up and down twice, making an aggregate of 140 miles, with a train of passenger cars. This was effected without interfering with the daily business assigned for her performance, having stopped the usual time at the different stations, to receive and land passengers.

She left the city at 1-4 past 6 A. M. stopped at Jerico, Woodstock, Summerville and Lawrence's, to take in wood, oil, &c. and reached the 35 mile station at 9 o'clock—detained 10 minutes—started on her return to the Depository, where she arrived at 10 minutes past 12 M.—departed on afternoon's trip a 1-4 past 1 P. M. arrived at 35 mile-station at half past 3 P. M.—returned at 1-4 past 4, and reached the Depository at 10 min. past 7 P. M.—having travelled the whole distance in less than twelve running hours, including all stoppages. This, at her usual and daily speed of travel, will leave no doubt of the ability of Locomotives to carry passengers through in day light to Augusta, allowing time for meals. The distance we learn being but 136 miles.—[Charleston Patriot, Oct. 1.]

[From the Baltimore American.]

At the celebration of the New Castle and Frenchtown Railroad Company, to which we alluded yesterday, the following, among other toasts, were given by gentlemen present on the occasion:

Wm. D. Lewis gave—Philip E. Thomas, Esq. the faithful and efficient President of the Baltimore and Ohio Railroad Company. The Daniel Boone of Railroads in America.

S. Nevins gave—The memory of Oliver Evans—the inflexible pioneer, the leveller of the mountains and forests, that were in the way of those facilities which his early labors did so much to put within the grasp of those who live after him.

Major Stockton gave—General Winchester, the President of the Baltimore and Susquehanna Rail-

road Company—liberal and intelligent, may the affairs of the company, over which he presides, prosper.

Hon. Judge Johns gave—Robert L. Stevens, Esq. the President of the Camden and Amboy Railroad Company—we look to the success of the magnificent enterprise to which his fine talents are now devoted, with no less confidence than delight.

Col. C. G. Childs gave—The noble steamboat Wm. Penn, and her able and accomplished commander—May the one long run to comfort passengers, and the other long live to enjoy the prosperity he merits, his claims to which are so handsomely exemplified by his courtesies on this delightful occasion.

Col. McKenney gave—The grand Trio—Steam, Mechanics, and Enterprise—The annihilators of time and space, as exemplified to-day on the New Castle and Frenchtown Railroad—prosperity to the originators and successful prosecutors of this great national convenience.

Mr. Vaughan gave—The memory of Fulton, who rendered steamboats efficient, and furnished the strongest link of the chain to bind the United States together.

Mr. Kneass gave—The memory of time and space, annihilated by Railroad-intercommunication—The means, science and art—the final cause of national prosperity.

Mr. Teackle, of Maryland, gave—The American system, and the integrity of the Union—Demanded by the man who would meditate the severance of the States.

Whilst their majesties were visiting Virginia Water on Friday last, Mr. Hale had the honor of exhibiting before them the model of a steamboat which moved by clock work; it was nearly two yards long and one wide, and a double keel, through one of which the water passed, which is intended to do away with the inconvenience of paddles. A steam vessel of fifty tons burthen has been constructed upon similar principles, and promises to answer the most sanguine expectations of its ingenious inventor. Mr. Hale, we are informed, is a descendant of Chief Justice Hale.—[London paper.]

Under our agricultural head will be found a very interesting communication from Mr. Herbmont, of Columbia, S. C. upon Wine-making. It will be gratifying, we doubt not, to our readers, to learn that Mr. H. has been so successful in the cultivation of the Vine—as it will undoubtedly induce others to engage in the same pursuit.

We also give an extract from the "Manual" of J. H. Conn, Esq. of Dedham, Mass. upon the growth of the Mulberry Tree and the culture of Silk; together with an interesting correspondence with the same gentleman, relative to the reeling of cocoons. We commend them to the particular notice of our readers, as we deem both subjects of much importance to our country.

From the Baltimore American of October 8th.

On Saturday afternoon last an experiment was made on the Baltimore and Susquehanna Railroad with the locomotive engine "Herald," as recently improved by the engineers of the company. This machine, when received from England, was intended to run upon four large wheels, but on account of the very short curves in the road, it could not be used with safety. To obviate this difficulty, the front wheels were removed, and a small frame, upon four wheels of the customary size, placed under the forepart of the engine, making the whole rest upon six wheels, which are now so arranged that they accommodate themselves to the curvatures. In order, therefore, to test formally the value of this improvement, the Directors of the Company, on Saturday last, invited a large party of gentlemen, consisting of the Directors of the Baltimore and Ohio Railroad Company, a number of respectable citizens and several strangers, to witness the performance of the locomotive. At three o'clock the train, comprising the engine and tender, and five passenger cars, containing about one hundred and thirty-five persons in all, left the depot on Belvidera street, and proceeded up the Westminister Branch of the road as far as it is completed, to Owing's mills, seventeen miles from the city. The distance to Green Spring, thirteen miles, was performed in fine style, but owing to several stoppages, the precise time could not be accurately ascertained. On their return to Green Spring, the party partook of a plentiful collation, after which the train started homewards, and reached the depot at a few minutes past six o'clock, making the time occupied in the return trip from that place to Baltimore, exactly forty-seven minutes. Occasionally, both going and returning, where the road would permit, the engine ran at the rate of from twenty-five to thirty miles per hour with great ease.

The day was very pleasant and the company appeared delighted with the excursion. Passing through a most beautiful and romantic country, all were pleased with the novel appearance of nature as the train swiftly glided along, leaving objects far behind which but a moment before were seen at some distance ahead. The rapidity of the motion was not less pleasing on account of the feeling of perfect safety which pervaded all, than from a knowledge of the fact that the achievement was performed wholly independent of animal power. The control which the engineer appeared to possess over the locomotive was also a subject of pleasing remark. The whole train, as was practically demonstrated, could be stopped in the distance of a few feet, and with greater facility than a common stage coach; and a retrograde motion is effected with the greatest ease. The speed was also accelerated or diminished in the most admirable manner. The perfect adaptation of the locomotive to the shortest curves of the road seemed to leave nothing further to be desired on that head;—indeed so admirably did the train accommodate itself to the various sinuities, that the hindmost carriages had passed one turn, the engine had already entered upon another. The transition from one track of the road to the other was also accomplished with no other trouble than the temporary diminution of the speed; and so perfect seemed every operation connected with the locomotive, that no one, after witnessing the highly interesting experiment of Saturday, can feel any doubt as to the entire applicability of steam to Railroad purposes.

Baltimore and Washington Railroad.—Appended to the Railroad Report, which we published yesterday, is a paper from the office of the Chief Engineer, detailing the progress made in surveying, &c., a route for the lateral Railway to the city of Washington. No final decision has yet been made, nor have the surveys been completed. This has been occasioned by the great extent and number of surveys, and the extreme accuracy and minuteness required, before making a final choice between different locations. The determination of the company is to make the work of that character that no other work "of any conceivable description" can be brought into competition with it hereafter. They look to it as a link in a chain of Internal Communication, connecting the seat of the General Government by a line of roads parallel with the coast, through Richmond, Charleston and Savannah, southwardly, and Baltimore, Philadelphia and New York, towards the north. In the present report nothing is furnished beyond a concise general description of the country, and the proposed plan and profile of the Railroad.

The chief engineer assures, as the result to be ef-

fect by the contemplated road, an average velocity of twenty miles an hour, making the trip between the two cities about two hours. At this rate he proposes to convey a train of six cars, containing one hundred passengers, for which a locomotive engine, weighing six tons, would be required. To produce these effects it is necessary that the road should be comparatively straight, or with curves so small, that engines may be used in all respects like those on the Liverpool and Manchester road, and that its inclination should not exceed twenty feet the mile. This necessity will of course enhance the difficulty of the undertaking, and require more minute survey. The minimum radius of curvature was assumed at 1400 feet; but it has already been ascertained that none less than 2,000, and very few less than 3,000, will be necessary.

The estimated expense of constructing the road, upon the line now under examination, with a double track, is put down in the Report at \$1,555,529 47, in the following manner:—

Graduation,	\$779,511 85
Masonry,	239,145 00
Railway (double track),	435,000 00

1,453,663 15

Add ten per cent. on masonry and graduation for contingencies and superintendence,

101,866 32

\$1,555,529 47

This estimate is of course variable with the result of the experimental surveys which have been ordered, and are now going on. It is believed to be the highest rate possible.—[American.]

On the Comparative Merits of Canals and Railroads.

[Continued from page 660.]

"WEAR OF WAGONS.—The bodies or beds must be renewed every two years. These bodies cost thirty dollars. The iron work would be good at the end of the two years, and thus the renewing would cost about \$10 or \$5 per year. The wheels will last five years, if well chilled, but, with the loose wheels, the flanges will wear out first, to wit: J. Archbald, the superintendent, thinks in three years, and hence they are going to adopt the method of fast wheels as decidedly the best.

"The seats must be renewed once a year. They cost about \$1.75 per wagon. The axle must be taken off, and new collars put on, and turned once a year—cost \$3: add for contingencies, such as repairing brakes and other matters, \$5.25 per annum; making the annual repairs of a wagon, \$15."

In order to perpetuate the wagon, we must add for the renewing of the wheels, say \$7.75 per ann. and \$7.20 for interest, + \$2.40 for interest on spare wagons—the whole amounting to \$32.35, as the entire estimated annual charge incident to the use of a coal wagon used on this Railroad.

The wagons are made to travel four miles per hour on this railway, and they will therefore make one trip in a day, to wit, 16 miles with coal, and 16 miles back empty. The operations upon this railway being also affected by the navigation upon a canal, we will assume 225 days as the duration of the year's work; and one wagon will carry in a year $24 \times 16 \times 225 = 9900$ tons coal, one mile, for 3235 cents, being one-third of a cent per ton per mile, and just one half the estimate at Mauch Chunk, given in page 164, document No. 18.

The cost of coal wagons, however, will continue to be greater than that of cars on other railways, in consequence of the greater wear and tear of the bodies.

With regard to the cost of transportation on this railway, between Carbondale and Honesdale, I have no doubt that it is three or four fold more than it would be on a level railway of equal length, even with the imperfect wagons there employed. A level road would be 16 miles in length. From Carbondale the coal is elevated to the summit of the mountain at Rix's Gap, by means of five stationary steam engines, that work as many inclined planes. There are short levels between, worked by animal power, and there is from the mines to the foot of plane No. 1, at Carbondale, a distance of 2250 feet, having an ascent of 1 in 75, also worked by horses. The whole altitude overcome in ascending the mountain is about 850 feet. The wagons used have a friction in equilibrium with gravity, on an inclination from a level of 26.4 feet in a mile. Wherefore, the power of traction would be doubled on an ascent of 26.4 feet in a mile. Hence the gravity opposes an ascent of each 26.4 feet, with a force equal to that opposed by the friction on a mile of the level parts of the railway, and consequently, as many

times 26.4 as is contained in 850 feet, the rise of the mountain, by just so many miles of level road would it virtually lengthen the distance. This will add 32 miles to the 16. Again: although the roads descend about 700 feet by gravity upon self-acting planes, yet the cost of ropes and other machinery is so considerable, that I doubt not other 16 miles should be added; and we thus conclude that a level railway, 64 miles in length, between Carbondale and Honesdale, would be as economical as the present one, which is only 16 miles in length.

Benjamin Wright, whose name has been already mentioned, had, it appears from page 173, document No. 18, examined into the cost of transportation on this railway, at the desire of the company, and reported the cost to be from 34 to 31 cents per ton per mile, and we have every confidence in the correctness of his statement. When we visited that road, we found it to be about 34 cents per ton per mile, when the quantity of coal transported was 250 tons daily. But the engines and machinery were calculated for a transit of 400 tons daily, and it was the opinion of the superintendent, when the latter mentioned tonnage should be passed, which they expected to effect, the cost would be reduced to about 24 cents per ton per mile, or 374 cents for the 16 miles.

Taking, however, the cost at 34 cents, and equating for a level road, we have 64 : 16 :: 34 to very little more 2 of a cent per ton per mile.

Inclined planes, worked by stationary power, become quite expensive per ton per mile, however, when the tonnage is so small as 250 tons per day, or about 56,000 tons in a year of 225 days, which, it appears, is the time calculated upon for the navigation that is to connect the market with the railway. Let the quantity be increased to from 500 to 1000 tons per day, which it should be on a great line of railway, and let the railway be untrammelled by a canal, so that it could continue active through the winter season, and the case will be widely different.

It should be recollected that the Delaware and Hudson Canal Company have had the honor of being the first in America to introduce the stationary steam engine system upon a railway. May they be well rewarded for their enterprise!

Presuming that it will not be doubted by any one that so small a quantity as 56,000 tons per annum is transported 16 miles across a mountain summit 850 feet in height above the termini of the road in the manner that has been mentioned, at a cost of about 3 1/4 cents per ton per mile, including the pay, hire, boarding, and feeding, of all the men and horses, and the cost of harness; also, superintendence, and the depot expenses at Honesdale; also, the expenses of working the engines, fuel, and engineering; the repairs of ropes and of wagons, and the supply of oil; do we not see how entirely practicable it is to pass the Alleghany mountain, from the eastern to the western waters, in precisely the same manner?

It would not require more than double the altitude already mentioned, and perhaps not so much, to connect the parts of the railroad upon which the locomotive engine could ply on either side, by a line of railway without a tunnel, that should be worked with stationary power. The length of this part of the railway, as it would overcome say double the height, would likewise be twice the length of the railroad of the Delaware and Hudson Company; consequently, since the fuel would be equally abundant and cheap on the Alleghany, the transportation should not cost more than on that road in the distance embraced by the system of inclined planes and stationary engines, notwithstanding that the amount of tonnage should be vastly less than that which would unquestionably pass upon a railway that should connect the sides of the Chesapeake with the steamboat navigation of the Ohio. When passengers shall be added to the conveyance, as they will be across the mountains, the railway being continuous and operative throughout the year, it could not fail to be immensely profitable, as a stock, and proportionably advantageous to the country.

The charge for the carriage of commodities from Baltimore to Wheeling, on the turnpike road, averages about 2 cents per lb. or \$44.80 per ton on the whole distance of 266 miles, being at the rate of about 17 cents per ton per mile!

We will now compare this with what may be the cost of transit per ton per mile over that part of a railway, to connect the Chesapeake and Ohio, which would be much the most expensive to manage, as it would necessarily be incumbered with the stationary system and inclined planes. Length 32 miles.

The route may be supposed pretty expensive, and may probably cost \$20,000 per mile in the construction, or \$640,000. Sixteen stationary steam en-

gins, houses and fixtures, at \$10,000 each, (\$6,000 was the cost on the Delaware and Hudson railroad, but these should be more powerful,) is 160,000, making together \$800,000, or 25,000 per mile; the annual interest of which is \$1,500, and for the present we shall assume the repairs of the railway at \$500 per mile per annum. The annual charge for the capital, including repairs of the railway, therefore, is \$2000 per mile.

We shall now assume, (which will be too low,) that only about thrice the tonnage shall pass the Alleghenies, in both directions, in the year of 312 days, that has been mentioned, as passing in one direction only on the Delaware and Hudson railroad, in 225 days, to wit, 150,000 tons. A toll of 1 1/3 cents per ton per mile will pay the estimate of 2,000 dollars for interest and repairs; and if we assume the cost of transportation to be equal to that on the other railway, under the disadvantages mentioned above in relation to it, that is, 3 1/4 cents, then the toll and transportation together will amount to 4 7/12, or a little exceeding 4 1/2 cts per ton per mile.

It is highly probable, therefore, that the entire charge upon this mountain section of the railroad will not exceed the one-fourth part of the present rate of charge upon our turnpike roads. The charge of 4 1/2 cents will not be far from that which the Baltimore and Ohio Railroad Company is allowed by law to make. The investment would therefore be remunerated, while the public could be saved three-fourths of the cost of carriage on the turnpike road, upon a trade immensely augmented.

It will be recollected that this result in the calculation has been attained without allowing any income from the conveyance of passengers, and likewise without drawing to the aid of this expensive section any part of the greater profits to accrue from the more level portions, and which will constitute by far the greater part of the entire railway.

Although the stationary system is entirely practicable, yet being more expensive than either that of locomotive engines or horses, that system should not be resorted to upon a level, nor upon grades where the other modes will apply to advantage. It should therefore be employed only where great and sudden changes of altitude have to be met.

In the parallel which we have just drawn between the railway of the Delaware and Hudson Company, and one which should be made to overcome that part of a route across the Allegheny mountain requiring the stationary steam engine system, we must not be considered as in any wise indicating the route by which that mountain should be passed by a railway to extend from the Chesapeake to the Ohio, since the point at which the Ohio should be intersected has not been fixed.

Having made this explanation, we shall now claim indulgence while we briefly contrast the railway and canal systems upon the routes surveyed and estimated across that mountain for the Chesapeake and Ohio canal; and in doing this, we shall not avail ourselves of the estimate of the United States' Board of Internal Improvement, at the head of which was Gen. Bernard; on the contrary, we shall take that stated on pages 122-3-4-5, of document No. 18, as the estimate of N. S. Roberts and A. Cruger, civil engineers. This section of the route includes the summit level, upon which there is to be a tunnel four miles in length, piercing the mountain upon a level some 800 feet below its crest; it likewise includes the reservoirs to supply the summit level and contiguous parts with water. The length is 35 3/4 miles, with 139 locks, overcoming an altitude of 1028 feet on the eastern side of the summit, and 28 locks lifting 224 feet on the western side. The distances and estimate may be stated as follows:

	Miles, Chs.	Dollars.
Summit level	5 40—estimated to cost	1,856,056
Eastern side	15 60—	1,370,618
Western side	14 40—	503,042
Totals	35 60	3,729,716

This amount upon 35 3/4 miles is at the rate of 104,320 dollars per mile.

These estimates are predicated upon a breadth of 48 feet, and a depth of 5 feet for the canal, excepting the tunnel, which was to be 22 feet wide, inclusive of 5 feet for the towing path. The cost of the tunnel alone is estimated at 1,610,821 dollars; but the author of document No. 18, on page 120, gives his opinion that the width allowed "is about 17 feet less than the greatest utility of the work would require," and, after commenting upon the estimate of the engineers, further advances his opinion that the cost of the tunnel should be "put down at 2,200,000 dollars, including all contingencies."

We shall proceed, however, without correcting

the estimate of the engineers, as is here recommended, although it is much less than the sum estimated by the United States' Board of Internal Improvement; and it will be observed that, supposing, in case of a railroad, the tunnel should be dispensed with, then the proportion of the altitude to be overcome, compared with the distance or length of the road, will be about the same as that of the Delaware and Hudson railroad, or of the one which we had supposed would be required upon almost any route across the Allegheny mountain. And therefore, the cost per mile of both toll and transportation, will not exceed 4 1/2 cents per ton, as we have already endeavored to show.

Let the cost per ton per mile now be reckoned upon these 35 3/4 miles of canal, the construction of which is estimated to cost 104,320 dollars per mile.

On account of the great number of locks, and the magnitude of the reservoirs, which would have to be maintained upon this short section of canal, the repairs would go much beyond an average amount for canals, and we think it a moderate assumption to rate the annual repairs, in this instance, at 1,000 dollars per mile.

An allowance for attendance at the locks must likewise be made, inasmuch as upon the railroad the cost of transportation, at the same as upon the Delaware and Hudson railway, which included the engineering and attendance at the stationary engines and inclined planes: we shall set down the attendance at only 100 dollars per annum per lock, which, for 167 locks in 35 3/4 miles, is 467 dollars per mile:

The tolls will therefore depend upon the following items of annual interest and expense per mile:

1. Interest on \$104,320 (cost per mile)	\$6,259
2. Repairs per mile	1,000
3. Attendance at the locks	467

Amounting per annum, per mile, to \$7,726

The toll, therefore, when 150,000 tons shall pass in a year, (as was assumed in estimating for the railroad,) must be 5 1/8, or a little exceeding 5 cents per ton per mile.

The cost of transportation has yet to be added. It is contended by some that the cost of transportation at 2 1/2 miles per hour upon a spacious canal, (with but little lockage, it is presumed,) can be reduced to half a cent per ton per mile. If we take this favorable assumption, and allow the speed to be 2 1/2 miles per hour, when there is one lock to the mile, the time employed in passing 35 3/4 miles will be 15 hours. In addition to one lock to the mile, there will here be 131 locks, and the time allowed for passing them, according to the estimate of the United States' Board of Internal Improvement, (see page 101, document No. 18,) is 17 hours. The whole time, therefore, spent in passing these 35 3/4 miles of canal will be 31 hours, and the cost of transportation will be proportionably increased; then 14:31::1 1/2 a cent: 1 1/8 cents per ton per mile.

The entire cost, therefore, to be charged upon this section of the canal will be, according to the data, 6 1/4 cents per ton per mile; whereas, upon a railroad, worked upon the stationary engine system, it will not exceed 4 1/2 cents.

It must be borne in mind that this comparison is founded solely upon the freight of commodities; that the railroad will be relieved to a considerable extent by the receipts from the conveyance of passengers and the mails, whilst the tolls upon the canal, independent of the transportation, would exceed both the tolls and transportation of commodities on the railroad.

It must likewise be recollected that we have transferred the cost of transportation found to obtain upon the Delaware and Hudson railroad, when the quantity transported daily was only 250 tons, or 56,000 tons per annum, to the estimate for the railway across the Allegheny; but it should be remembered, that the rates of transportation by means of stationary power become much reduced when the engines and planes are worked more nearly to the limits of their full capacity. The steam engines, machinery, and attendance, will remain to be very nearly the same. We feel authorized, therefore, to estimate the cost of transportation by means of stationary engines, when working to the best advantage, where coal is as cheap as it will be on the Allegheny, at 1 1/2 cents per ton per mile, at most.

If it be said that double the tonnage which we have allowed, or 300,000 tons per annum, will pass the mountains, we say, in that case, that the capacity of the engines and planes will be competent to this, and that the cost of toll and transportation by the railway would not exceed 2 1/2 cents per ton per mile, whilst it would still be as much as 3 3/4 cents by the canal.

So recently as the beginning of the year 1829, the relative economy of the stationary and locomotive systems, upon level railways, or upon those but slightly inclined, was warmly contested in England, and the question was not put at rest until the recent improvements in the locomotive engine, already alluded to, took place.

About that time, the directors of the Liverpool and Manchester Railway Company appointed two engineers of known ability, (Walker and Rastrick,) to examine the railways in England, and to report "what, under all circumstances, is the best description of moving power to be employed upon the Liverpool and Manchester railway." See Reports, &c., Carey & Lea, Philadelphia, 1831. These engineers reported that the amount of freight, to wit, 2000 tons, might be conveyed daily in each direction between Liverpool and Manchester, at the rate of 10 miles per hour, either by the fixed engine or the locomotive system; they appeared to incline rather in favor of the former, since they conceived it necessary in either case to work the Rainhill and Sutton plan, ascending 1 in 96, with fixed engines. Without including the wear and tear of wagons, and rating their friction at 1-180th, these engineers reported the rate of cost per ton per mile, upon the locomotive principle, to be .2787 of a penny, and upon the stationary plan .2134 do and by horse power .4500 do

—The latter when the horse takes back the empty coal wagons. This estimate for horse power was made from the operations of the horse at a speed of 2 1/2 miles per hour, upon the Brenton and Shields railway. It should here be noted that the purchase of one such horse, was there, at that time, 40l. and his keeping 50l. per annum; and we see from this, that the cost of that animal is there twice as great as in the United States.

The report, as has been mentioned, was not very decided as to which system should be adopted; notwithstanding the expense for a very large trade predominated in favor of the stationary plan, each system had its peculiar advantages and disadvantages.

The engineer of that railway, however, was very decided in favor of the locomotive system, and the directors offered a premium of 500l. for the best improved engine of a given weight and power. In the course of that year, the locomotive engine received new and valuable improvements, and the question which, for years, had been unsettled, was now determined in favor of that engine. Its relative powers, in 1828 and 1830, have been already stated.

Since the improved locomotives were brought into use, it has been estimated that the expense, per ton per mile, by these engines, will be .164 of a penny, and by the stationary system, .269 of a penny.

We are not yet prepared to say, from experience, what the cost of conveyance by the locomotive system will be in this country. We think it probable, however, that an engine, capable of conveying 30 tons of freight 120 miles in a day, will cost, including interest, repairs, renewals, engineering, attendance, and fuel, from \$9 to \$15 per day, according to the price of fuel at the place demanded; and the cost per ton per mile, in the one case, will be 1/4 of a cent, and in the other 5/12, or something less than 1/2 of a cent—more exactly 4/17 of a cent.

Now the cost of horses and their drivers, was found to be, when 1 man drives 1 horse, per ton per mile 4 of a cent, and when 1 man drives 2 horses .267 of a cent.

When, therefore, the locomotive engine costs but \$9 a day, it will be cheaper than horse power, under either of the foregoing circumstances; but when it shall cost \$15 a day, it will cost about as much as horse power.

In all places, therefore, where coal is cheap the power of the locomotive engine will be cheaper than that of the horse, when the latter moves at a speed of 2 1/2 or 3 miles per hour, and the former at 10 miles.

The great advantage, however, to result from the locomotive engine does not so much consist in the small saving that there may be in the cost of conveyance at slow speeds, as in the circumstances that the cost of transit by it, will be very nearly as cheap at 10 miles per hour, as at any less velocity; and this adds greatly to the capacity of the railway, and lessens the number of cars necessary to do the same amount of business, while the freight can be carried without conflicting with the regular and speedy conveyance of passengers, or the mail. Upon some lines of railway, it may become expedient to travel with a velocity of 15, and even 20 miles per hour; and, as any speed, exceeding ten miles is obviously beyond the capability of the horse, the locomotive steam engine can, alone, there be used in the conveyance of passengers.

With regard to the cost of transportation upon canals, there are various and conflicting statements, as well as in respect to railways. We have shown that the cost by the latter when level, or slightly departing from a level, may be reduced to about half a cent per ton per mile, with horses, including the cost of cars, and that it will vary according to the number of drivers employed, from that to 3.4ths of a cent. It appears that, on the Erie canal, the cost, with boats of 40 tons burthen, is 1 cent per ton per mile, with full loads in one direction, and empty in the other.

The information we personally obtained, in the autumn of 1830, upon the works of the Delaware and Hudson Canal Company, in relation to their canal, was, that two men, a boy and a horse, would convey a boat, freighted with 25 tons of coal, 20 miles in a day; in October, however, owing to the want of water, the quantity carried was only 20 tons. The transportation was done by contract for \$1 50 per ton; the length of the canal being 108 miles, the cost per ton per mile was 1 39 100 of a cent, exclusive of tolls; but they hoped to economize to \$1 25, or per ton per mile, 1 16 100. This very well agrees with Judge Wright's statement of "one cent to one cent two mills." See Doc. No. 18, p. 173.

The present cost of transit, on the Lehigh canal, in rough arks, is one cent per ton per mile. See Doc. No. 18, p. 173.

With a boat of 75 tons burthen, Josiah White, the superintendent, estimates the cost of transportation on the Lehigh canal to be about 3.4 of a cent per ton per mile. P. 170.

This is an unusually spacious canal, being 60 feet wide, and 5 feet deep; and there is no doubt that, with a velocity as low as 2 3.4 miles per hour, the traction of a horse would be more effective here than on a level railway, but it would be otherwise at any higher rate of speed.

With respect to the two lesser canals just mentioned, it does not appear that they have any advantage over the railway; as respects the cost of transportation where horses are employed, they would certainly not compare with a railway upon which the locomotive engine could be properly used, not to say any thing as to the advantages which the railway would possess over the canals in the winter season.

The greatest advantages which the railway will possess over the canal, when horse power is employed, will consist in the continuity of the transit upon the railway throughout the whole of the year; as the two most potent enemies to canals, drought and frost, do not prevent operations upon the railway; and, likewise, in its peculiar fitness for the conveyance of passengers, light and valuable goods, and the mails, at velocities from 3 to 10 miles per hour—a range of speed, demonstrated, by experience, to be within the powers of the horse, and throughout which, his effects upon the railway predominate beyond dispute.

With regard to the conveyance of persons, light goods, and the mails, it can scarcely be doubted that the facilities offered by the railway system, even with horses as the motive power, beyond those afforded by either canals or turnpike roads, will be such as to insure to that system a favorable reception, and that railways will be required by the country, even should they be preceded in the order of time by canals. And when it is recollected that the useful effect of horses will be a maximum, at about the same speed at which it will also be equal on both the railway and the canal, to wit, about 2 3.4 miles per hour, may not the great advantages, to arise from the operations of the railway through the winter season, in equalizing trade, affording regular supplies, preventing scarcities as well as monopolies; taking to the distant market the products of the soil, when the farmer can best prepare his crops for that purpose; rendering unnecessary an expensive and undue accumulation of stock and capital at mills, mines, iron works, and other manufactories, and promoting the general industry; we say, may not these great advantages attendant upon the conveyance of bulky, heavy, and less costly commodities, when added to that acknowledged even by the advocates of the canal system to exist with respect to the mails, passengers, and light goods, be sufficient to decide the public in favor of the railway system? How decisive will these advantages be, therefore, when the locomotive engine shall be employed, the expense of which will be about the same, at a speed of 10 miles per hour as at any less velocity? See Wood's Treatise, ed. 1831, p. 431.

[To be Continued.]

McADAM ROADS.—The same objection may be made to most of our roads in this country, which is made in the following extract from Mr. McAdam's treatise on road-making, to the roads in the vicinity of London: they are too high in the centre. There should be very little convexity in the surface of a road, especially if there is much travel upon it. The ascent is generally as great, in proportion to the distance, from the side to the centre of our roads, as it is upon the heaviest hills; and of course where there is much turning out, or passing of carriages, the team becomes weary, and will perform to less advantage, as the road is more rounding on its surface.

A road of thirty feet in width should not rise to exceed four inches in the centre.

[From "Remarks on the Present System of Road-Making," by J. L. McAdam, Esq. General Surveyor of Roads, &c.]

Mr. John Eames, called in; and examined. You keep the White Horse, Fetter-lane, and are the proprietor of the Angel Inn, St. Clement's?—Yes.

You are the proprietor of several mail and stage coaches?—Yes.

How many horses do you keep?—About 300.

What are the principal roads you are in the habit of working from London?—We work the Canterbury, the Cambridge, the Dover, the Norwich, the Portsmouth, and some others.

Do you find that you sustain much inconvenience from the state of the roads over which you travel?—Yes. As to inconvenience, I find much more in the neighborhood of London than the more distant parts.

How long do you find that your horses upon an average last, that are employed in the first stages from London?—My horses, upon an average don't last above three years in the fast coaches.

Including the mails?—Yes.

And those horses in the neighborhood of London, are of greater value than those employed at a distance?—They are.

Upon an average, how long do the horses last that are employed in the more distant parts?—They last as long again.

Do you attribute that in a great degree to the badness of the roads in the neighborhood of London?—I attribute it to the distress the horse receives from the badness of the roads near town; but I attribute it also in a great degree to the meeting of different carriages, and crossing the road, which makes it more laborious to the horses, though he does not appear to go so many miles.

Do you not consider that that particular evil is occasioned in a great degree by the convexity of the roads in the neighborhood of London, the materials being generally heaped up in the middle?—I do; it "tears their hearts out," as the coachmen express it. The roads are inconvenient from the quantity and quality of the gravel heaped in the middle.

Have you known any instances in which a different system has been pursued, and the roads greatly improved, in the neighborhood of London?—The road from London to Cranford Bridge has been improved of late, and from London to Hounslow more particularly, in consequence of the pavement in the crown of the road, which has done away with the graveling, or shingle rather.

Is not the gravel upon that road generally employed without sifting or washing?—It is half clay.

Have you known instances in which this inconvenience has been remedied by superior skill and experience in the surveyor of the road?—Yes; in the same line of road that Mr. Horne referred to; in the Kent road particularly.

If that same skill was employed in the application of materials to the other roads, do you not think that they might be brought generally to the same state of improvement?—I have no doubt of it; there is no question about it. The Surry road has been improved on the same principle.

What do you call the Surry road?—From London to Guildford.

Do you know under whose management that is?—I don't know now; a person named Baker had the management of it.

Was it under him it was improved?—Yes.

How many miles of road does that consist of?—Thirty miles.

And is it very much improved?—Yes.

By what means?—The materials are harder than the gravel. He brings the rag flints and breaks them, but in a different manner from other parts of the

road. He has improved it so much, that it does not look the same road at all; I can go now 16 miles better than I could 12 before.

Do you consider that the horses which travel these roads that have been improved, last longer than formerly?—Yes.

You need hardly be asked whether these improvements enable you to carry passengers at a lower rate than before?—Of course; it is the expense of the stock that is the great thing.

If the roads were generally improved, travelling would be cheaper?—Of course.

New Steam Carriage.—On Thursday a newly invented steam carriage, which is able to go up hill on common roads, proceeded from Paddington green, six miles out and six miles back on the Harrow road, up and down several sharp and long hills, in less than one hour. It ran at more than eight miles the hour up the steepest hills; and on the levels, when the road was clear, at more than 16. The steam was so abundant as to be blowing away at the safety-valve the whole of the journey. The boiler is a new combination of tubes, perfectly free from the defects and objections attaching to those made by Gurney and others, utterly incapable of doing any mischief, even if it were to burst. The steam is usually at a pressure of 150lbs. to the inch, but the boiler has stood 1,000lbs. to the square inch; the boiler weighs about 1,700lbs.; the whole carriage about two tons and a quarter. [English Paper.]

Steam Power.—Steam may now be said to maintain the power which can engrave a seal, and crush a mass of obdurate metal like wax before it; draw out, without breaking, a thread as fine as a gossamer, and lift a ship of war, like a bauble in the air; to embroider muslin, forge anchors, cut steel into ribbons, and impel itself against the opposition of the very tempest.

AGRICULTURE, &c.

Henry Perrine, Esq. Consul of the United States at Camperchy, offers a premium of one thousand dollars for an invention to separate from the fresh leaves of the Agaves, those fibres which are called Sisal Hemp, by a machine which will save as much labor as Whitney's Gin in separating the seeds from cotton.

[From the American Farmer.]

SALT FOR CATTLE.—We are fully impressed with the idea, that a free and constant feeding of salt to cattle, is essential to their good condition, especially at a distance from salt water. The cattle on our stock farm have nothing but ordinary pasture, but we take care to keep salt always within their reach; for which purpose we invariably put some in convenient places in the barn yard, every alternate day, and this whether the previous supply has been exhausted or not, (that the rule may not be broken by forgetfulness.) It was feared at first they would eat too much, but experience proves that they will only take the proper quantity, however much may be laid before them. The effect is visible to every eye, in the high condition of all the animals, and particularly in the quantity and quality of the milk and butter of the milk cows. The salt gives tone to the digestive organs, and consequently ensures a good appetite, and a uniformly healthy state of the bowels. The result is a high and healthful condition of the young stock; and an increased quantity of rich milk from the milkers. The good appetites induced by it has another important advantage: it induces the cattle to eat much of the rank grass and herbage of the pasture, which would be passed over by more delicate appetites. We often see cattle in pastures far superior to ours, in very low condition; but in every case the answer to our inquiry, "do you give salt plentifully and regularly?" is "Yes, I give them salt once in a while," or words to that effect. Now, this "once-in-a-while" practice won't do. They must have salt, regularly and plentifully.

Water must also be within reach of all animals at all times, and that of the purest quality. Some farmers, having no running water in their pastures, give their cattle water twice or thrice a day, by driving them to a spring, or pump, or stream. They may want water at these times, and may not, just as it happens; but they certainly do not get it at all times when they do want it. Of this we can judge by ourselves. Who could possibly do with water only at certain times, and these times always the same? With the human species this would be insupportable. It is the same with all animals, and the whole benefit of water depends upon its being taken when the stomach calls for it. Water, of all sub-

stances that contribute to the support and nurture of animal life and health, is least capable of being regulated in its administration by times and seasons. Animals that have free access to salt require water oftener than those that have no salt; but those that are salted irregularly require constant access to water more than any others, as their thirst is fitful in proportion to the irregularity of their salting.

Let those who have been careless in this matter, try the experiment of giving salt regularly and plentifully every other day, with constant access to pure water, and the improved condition of their stock in one month, will induce them to continue the practice thereafter. They will never again see their cattle licking one another, and filling their stomachs with "witch balls."

[From the same.]

AMERICAN WINE.—We are sure that all our readers will read with interest the following letter from Mr. Herbement, on the subject of his wine making. We would here take occasion to remark, that the quality of the wine made by Mr. Herbement is peculiarly adapted to the use of invalids. A few months since a respectable physician called on us for the purpose of obtaining some for a young lady in very delicate health, who could retain no other in the stomach. Several other kinds had been tried, and neither expense nor trouble spared to obtain the best wines, but none could be found that she could take, till by some means a bottle of Mr. Herbement's was obtained, which was not only retained but highly relished, and had the desired effect. We are assured that both the Doctor and patient consider her entire recovery to be attributable to this wine. This is an important characteristic of Mr. H.'s wine, and enhances the value of it greatly. The wine that Mr. H. calls the white wine, is really the most delicate and delicious flavored of any we ever tasted. We tested its quality pretty extensively, having expended a considerable sample of it among epicures in the article, all of whom, without an exception, pronounced it particularly fine.—The white wine is made from the same grape as the Palmyra, or Madeira colored, but by a different process, by which the coloring matter is excluded with a great part of the astringency.

Columbia, S. C. Sept. 2, 1832.

Geo. FITZGUGH, Jr. Esq.—My Dear Sir,—On the well founded supposition that you take a great interest in the good cause in which I have labored hard and long, I thought that, by waiting a few days, I could give you the result of my crop this year.

I made less wine from my garden this year than usual by near one hundred gallons, and this was caused, I presume, by the very wet season of the preceding summer, which prevented much of the young wood from acquiring a due degree of maturity to resist the early frost and most severe winter that followed. This cause, and also that of the vines having borne an exceeding large quantity of grapes, induced me, or even compelled me, to prune very severely, so as not to suffer the vines to produce so much fruit this year. The consequence was, as I expected and designed, that the crop was much less—but it was very prime in quality; for this season has been favorable except towards the last, when it rained almost incessantly, which injured the grapes in my garden, though not all those at Palmyra. Another great, the greatest, cause of injury was the birds and the June-bugs, and bees, and wasps, &c. Of the June-bugs we must have killed nearly half a bushel; for I carry on against them a war of extermination. Fortunately I have not this pest at Palmyra, the soil of our sand hills being too poor, I suppose, to raise them. This being the first year I have any thing like a crop at my farm, I made my wine there by itself, without bringing the grapes, as formerly, to Columbia, to be mixed with those of my garden. Besides this, I had another reason which was, that I was obliged to gather at home, notwithstanding the rain, or else I might have lost one half by the pests named above; whereas the grapes at my farm were not suffering sufficiently to induce me to run the bad chance of a vintage in rainy weather—birds only committing depredations there. The making of the white wine gives about double trouble, as the grapes must be pressed as soon as gathered, and I was three days gathering, notwithstanding my having had for two years nearly thirty of the poor people of the neighborhood, besides all of my own people, house servants and all. Finally, I finished pressing to-day the Palmyra, and the amount of the whole crop is near nine hundred gallons, of which the white amounts to two thirds. I have every reason to be-

lieve that the wine will prove of a very superior quality, particularly that made at Palmyra, which I shall not mix with the rest. Of the white alone made there, there is very near five hundred gallons. What surprised me was, that the wine called Palmyra is as yet of a rich red color, which has never yet been the case before, though I have had it generally slightly tinged, and then the red color was deposited in the lees; but I do not think that it can deposite this year all its color and leave it merely, as usual, of a deep Madeira color. The cause of this must be looked for in the long drought before the rains set in, and although it rained pretty generally every day for a month, (with little exception,) we have not had a single one of those tearing-everything-showers, usual in this climate at this season. Add to this, that I was most highly favored with dry weather all this week, except a pretty heavy shower, which had the goodness to come in the night. The grapes were then most fully and regularly ripe, and I hope, therefore, that if Bacchus himself could condescend to pay us a visit and drink some of my wine, he would readily acknowledge that he never had drank better in his lifetime, and not often as good!

You must allow, my dear sir, a little bragging; and remember the fable of the owl and the eagle respecting their young.

I am, very respectfully, and with great friendship,
Yours, &c. N. HERBEMENT.

[From the National Intelligencer.]

ON THE SILK CULTURE.

Brighton, near Boston, Aug. 20.

Messrs. Gales & Seaton:—Gentlemen: It gives me pleasure to recall myself to your recollection by furnishing you with some important and useful information, which, if made use of by our fellow citizens of all states of the Union, would produce great results. The information I allude to was communicated to me in the past week by Judge Henry Bry, a distinguished citizen of Louisiana, and a native of Geneva, Switzerland. That gentleman has devoted himself to agriculture, and of all the sciences appertaining to it, and has made numerous improvements and discoveries.

The silk worm has particularly attracted his attention, as offering a golden harvest to all who will systematically cultivate it. The great difficulty that has hitherto existed in procuring certain crops, arose from the uncertainty of the weather at the season when the first leaves of the mulberry tree are put forth; they being very frequently blighted by cold, and the young budding leaf being necessary for the newly hatched worm. Millions of money have been lost to Europe in consequence of blighting frosts, and many fortunes ruined and made by speculations upon the extent of the crop, it depending upon a north or south wind. In the middle and northern States the uncertainty of our spring weather has proved a great obstacle to the extensive cultivation of the silk worm. Judge Bry, after mature reflection, conceived the idea of remedying that difficulty, and has successfully overcome it. Immense results will flow from the discovery, if our people think proper to avail themselves of it.

In the month of September (last past, I believe,) he gathered a quantity of the best full grown leaves from the mulberry tree, taking care they should be free from dirt. They were carefully dried in the shade, on linen and other cloth; and when perfectly so, were put in sacks, hung in an airy and dry place, until the proper season arrived for the hatching of the worm. When ready to use them, he pounded the leaves exceedingly fine, and moistened them with steam, which, upon experiment, proved to be equally good, if not better nourishment than the best young leaves.

Thus has the genius of that gentleman surmounted the difficulty in the useful cultivation of the silk worm, which has existed ever since the art of making silk was known. He has effected another curious discovery with the silk worm—he has made them weave their own silk, in cloth of the substance of so thin a gauze that a large print can be read through it; and also of the thickness of buckskin. The cloth is very durable if not destroyed by moisture.

Our people are not aware that the cultivation of the mulberry tree is extremely simple, and that the bush of two years' growth affords the best feeding. It may be planted as hedges around all inclosures, or more extensively cultivated in rows, like Indian corn. There is no difficulty in feeding and rearing the silk worm, or in reeling off the silk. The whole process in Europe is done by women and children of all ages, and five or six weeks is the greatest extent of time employed in feeding the worm.

I am happy, gentlemen, to make your highly useful and respectable paper the channel of conveying the above information to our fellow citizens, in the expectation that you will give it a conspicuous place, that it will be widely circulated and lead to some good.

I hope to be able before long to send you some valuable information promised me by Benjamin Gardener, Esq., our worthy Consul at Palermo, on the subject of cultivating sumac, a plant that was intended by nature to become one of the sources of wealth in our middle States, especially in the neighborhood of the District of Columbia, (the land of my nativity,) the soil and climate being well adapted to it, and a good deal of it now is running to waste, or is covered with your native sumac.

Your obedient servant,

C.

[From the Rochester Daily Advertiser, of Oct. 13th.]

CULTURE OF SILK.—We hope the suggestion contained in the following communication, will receive the attention it merits. All the experiments which have been made in the culture of silk have led to the conviction that there is nothing to prevent this country from not only producing its own silk, and thereby saving many millions annually, but of making it a profitable article of exportation. Great attention has been paid to this subject during the past year or two, and we rejoice to learn that Mulberry Nurseries are rising up in almost every section of our State. We have seen several specimens of silk, made this season, which have been pronounced by competent judges of superior quality.

To the Superintendents of the Poor, and all whom it may concern.

Gentlemen: At this time, when the attention of the citizens of the United States "is being called to the Culture of Silk," and when such flattering encouragements are held out to all who may engage in it, I would take the liberty to suggest the propriety of introducing this business into our County Poor-houses without delay. For some interesting information on the Culture of Silk, I would call the attention of the inhabitants of Monroe County, to an article on this subject in the "Rochester Daily Advertiser" of the 11th Oct. 1832.

I would now proceed to point out some of the advantages which will result from the culture of silk, in our poor houses; were it not, that I believe it may and will be done more ably by some other person. I therefore wait to see how the above suggestion is received, and whether it is entitled to further consideration.

MECHANIC.

[From J. H. Cobb's Manual respecting the Growth of the Mulberry Tree, with Suitable Directions for the Culture of Silk.]

CULTURE OF THE MULBERRY TREE.—The only appropriate food for the silk worm is the leaf of the mulberry tree. It should be the first business therefore of the silk grower to provide himself with the source of a constant supply of mulberry leaves. The greater his supply of this article, the greater will be his crop of silk, as the eggs of the insect are procured to any amount with ease and cheapness. Having the eggs of the insect and a sufficient quantity of food at hand, ordinary care on the part of the proprietor will insure a good crop. It is now abundantly proved that there is no great obstacle in the soil or climate of these United States to raising silk to a vast amount. As there is a difference in the quality of the mulberry leaves for raising silk, it should be the object of the cultivator to propagate the best kind. The white mulberry has been found superior to the purple or native red, and the plants are easily produced from the seed.

The Seeds of the Mulberry.—One ounce of good seed will be sufficient to produce 5000 trees. The seed is easily obtained from the fruit in the following manner. When the fruit begins to ripen, every morning the tree should be shaken and the fruit that falls gathered with that which had fallen before; if enough is not gathered in one morning, several successive gatherings may be collected; but the fruit should not be kept over three or four days before the seed is extracted, which may be done by putting the fruit into a tub and mashing it till the berries are completely worked into a common mass. Then pour water into it and stir it briskly, and the pulp may be separated from the seed. Then pour off the water, with all the seed that floats, (for that is worthless,) and renew the washing till the seed is clean, when it may be drained, spread out on cloths and dried in the shade. When perfectly dry it should be put into a tight vessel and kept in a dry place.—It should never be exposed to the light, air or dampness more than is absolutely necessary. The seed

may be obtained at a reasonable rate at most of the seed stores, and I have bought it at Mansfield, Conn. at the rate of a dollar per pound.

Sowing the Seed, choice of Soil, &c.—A soil rich, warm and mixed with much mould, is recommended as the most proper for a nursery of mulberry trees. New shoots should have ground easy to penetrate. The ground should be ploughed the preceding fall, and again ploughed two or three times in the spring and made light and friable; two or three dressings of manure well ploughed in would be of essential service; the ground may be levelled with a hoe or rake and the seed sown in drills about the 1st of May, much in the same way as our farmers sow carrots. The weeds must be carefully destroyed, and in dry times watering will be beneficial. I have sown the mulberries in July, and they have sprouted and come on rapidly; but the frosts of winter in our climate (New England) have been too severe for them. I would recommend to sow the seed in the spring. From a quarter of an acre of ground the last season, I had over 10,000 plants, produced from seed sown in the spring in the way above mentioned, some of them upwards of a foot in height. Those that are intended for transplanting may be taken up in the fall and put out of the way of frost in a cellar, the roots being covered with loam. Those left standing may be covered with light manure or old hay. The frost will be apt to kill the young and tender tops, but the shoots will start from the bottom in the spring with great luxuriance. The seed plant is undoubtedly best, both for food, for worms and duration: it is also the most convenient mode of getting the trees, as seed enough can be sent by mail to any part of the Union to produce an orchard sufficient to feed several millions of worms. I cannot believe that any other mode can be pursued to much advantage in this country; but as some may be fond of trying experiments in other modes of culture, the following are laid down as sometimes used in Europe.

Manner of multiplying Mulberry Trees by Cutting.—The soil chosen to receive the slips of the mulberry tree should be prepared much in the same way as has been described for the seed. The cuttings of the mulberry are to be planted in the same manner as the cutting of the vine; that is, by making furrows by a line at the distance of six feet from one to the other, and by crossing them by furrows at the same distance, in order to form squares. A two year old branch of a mulberry tree, having wood of four or five years at one end, must be selected, and the extremity of the old wood must be interred to the depth of about ten inches. The branches chosen from the white mulberry must be taken off in the spring at the first rising of the sap. Two or three incisions must be made in the joint, or knots of the old wood, because this operation will facilitate the shooting of the roots, which always puts forth from the joints of the old wood. The cuttings must then be covered with a well manured and friable earth, and the end of the branch which rises from the soil must be cut off at the third bud from the surface. If rains should not frequently occur after the plantation is finished, it would be necessary to water the plants often. The multiplication of mulberry trees by means of cuttings is said to have the important advantage of two years in advance over the establishment of a nursery by means of seed in Europe.

By Layers.—To make layers is to force a branch or shoot of a tree or of a shrub to become itself a tree or a shrub, by putting a branch or a shoot into the ground without separating it from the parent tree. The spring is the most suitable season for this operation. The shoots which arise at the foot of a tree, the youngest smooth branches found about the lower part of the mulberry, any other branches that are long and supple enough to be secured in the ground, and lastly, the shoots of a young tree whose trunk is not high and which may be laid easily, may be used. If there arise some vigorous shoots at the foot of a mulberry tree, a hole must be dug six or eight inches deep near each shoot, into which the shoot must be laid without twisting it or separating it from the tree. It is then to be secured in its place with crutchets of wood and covered with good mould, which must be pressed over it, and the end of the shoot which rises above the ground must be cut off above the second bud. It will be further necessary to place by the side of the layer a stake to mark the place and prevent its being trodden. It must likewise be watered immediately after the operation, and as often afterwards as may be necessary to maintain about it a proper state of moisture.

The young and smooth twigs among the branches of the mulberry may be passed through a basket or

vase perforated at the bottom and filled with earth well manured. The twig must be cut off four or five inches above the vase or basket, and the mould kept in a due state of moisture by frequent waterings.

When a mulberry tree is well spread and the boughs nearest the ground have not been lopped, some of the branches at the distance of six feet from each other may be bent down and secured in the ground, so that the ends shall not rise more than six or eight inches above the surface.

All the layers made in these different ways may be separated from the parent tree in the autumn of the second year. They may be cut off four inches from the parent trunk, be taken up carefully with their roots and small fibres and placed in the nursery or permanently established in an orchard. In the nursery they may be set at the distance of six feet from each other, and in the following year, by heading them down, four or five layers may be made from each. By these means one hundred trees may be increased in four years to eighteen hundred; for the parent trees, after the layers are separated from them, being replaced in a straight position, secured to a prop, manured, and watered, generally retrieve their strength, and make productive trees.

Transplanting for Hedges.—After standing in the nursery for a suitable time, the trees may be transplanted for making hedges. I prefer transplanting in the spring. Great care should be taken to preserve the very fine roots. If hedges for fences be wanted, the young trees may be taken from the seedlings of the last year. The white mulberry forms an excellent live fence, and when once established, is probably the most permanent of any other. Cattle must not be allowed free access to the hedge while young, as they would destroy it altogether; but after it has become a good fence they may approach it with advantage. The more it is broken and lacerated by cattle, the more impenetrable it will become; as for every branch broken, a half dozen shoots will immediately start out, till the bush forms a perfect bramble. This mode is therefore recommended as accomplishing three important objects—supplying food for silk worms, keeping the trees low, that the leaves may be gathered from the ground by children, and furnishing a good and almost never ending fence. In transplanting young trees for hedges, they should not be pruned; but the second year or at least the third, the tops should be cut off and the side branches trained laterally with the hedge by interweaving them.

[From the Norfolk Advertiser.]

DEDHAM SILK WORKS.—Our goodly town of Dedham, long and justly celebrated for the manufacture of itch-ointment and other nostrums, bids fair to take the lead of all other towns in the country in the manufacture of a much more noble and important article—that of Silk. Through the untiring perseverance of our townsman, Jonathan H. Cobb, Esq., this hitherto neglected branch of industry has been brought to a degree of perfection which does honor not only to the manufacturer and to the town, but to the State. Mr. C. has several thousand mulberry trees, but the quantity of silk he grows is very inconsiderable in comparison with what he manufactures. His spinning machinery, propelled by water power, is capable of preparing annually 1000 lbs. of silk for the loom. The three Messrs. Golden and Mr. Hardy, now in Mr. Cobb's employ, are from England, and have had much experience in the silk business. There are a number of looms in operation in this town, and several in the neighboring towns; these are worked by hand, and in most instances by persons in their own abodes. As the culture and manufacture of silk are daily extending in our country, and many are in want of information on the subject, we have sought and obtained for publication the following correspondence, from which some useful suggestions may be gathered.

Sept. 4, 1832.

Jonathan H. Cobb, Esq.

DEAR SIR: As you seem to me to stand at the head of the silk growing branch of the agriculture of Massachusetts, you will permit a stranger, a citizen of the State, to address you on that subject. You must know then, Sir, that I am one of the ejected clergy of old Massachusetts, and am reduced to the necessity of trying the friendship of mother earth, as the only means left me to a subsistence, and a support for my family. And as about forty years of my life have been passed away in the theological culture, I have deemed it expedient, and in a manner necessary to devote the small remainder to a business less laborious than ordinary husbandry to meet the unavoidable imbecility of age.

The raising of silk has seemed to present an opportunity the most eligible of any within the compass of my knowledge. The present is the fourth year from the seed of my mulberry plantation, and the second of my attempt at making silk; both of which have, on the whole, prospered beyond my expectation, totally ignorant as I was at the commencement of everything pertaining to the art. I have 1400 or 1500 trees in a flourishing state, from which between thirty and forty dollars in sewing silk were realized the last year, to which we hope to find something added the present, the article being not yet quite ready for the market. Our reeling you will pronounce defective, and much of the profit from our labor, of course, wasted. To this evil we wish to apply a remedy, by substituting something better for the common reel, which, for the present, is the best, and indeed the only instrument for the purpose, with which we have any acquaintance. We learn from your Manual, that you have a reel, with which you prepare raw silk for the market, whether domestic or foreign. The object of this communication is, particularly, to obtain from you, Sir, the information and advice we need, relating to this matter. How can we obtain your reel, with the requisite knowledge to put it to use? Would a man of good mechanical ingenuity learn enough of it, in a short time to be able himself to use it?

In four or five families in this town, except my own, silk has been produced the present season. We are all in need of instruction and aid. Will you be good enough, Sir, to answer this, and give us the assistance, which your experience and superior knowledge enable you to impart? We wish to be better prepared for the operations of another season than we were for the last. With much respect, I am yours,

DEDHAM, MASS., Sept. 7th, 1832.

DEAR SIR—The result of your efforts in silk culture seems quite encouraging, and could not have been obtained without considerable patience and perseverance. I should think that you would make most money out of it by spending your labor in producing the greatest quantity of food for the insect, viz., the leaves, in raising the greatest number of cocoons in proportion to your means, and in reeling them into raw silk in the gum—and stop there. I will buy your raw silk when reeled, and pay the fair market price for it, or it will sell in any part of Europe. I should be glad to get it at the same price for which I get the foreign Calcutta silk, for which I have paid \$3 75 in its raw state, but the price of raw silk varies from two to seven dollars according to the nicety with which it is reeled. The business of manufacturing cannot be carried through all its processes in one family to advantage. I have spent considerable time and money in the manufactory, and have at last got it to such a degree of perfection that I can compete with the foreigner in some articles. The silk, after being reeled, passes through my press—hard silk engine, where it is wound from skein to bobbin—clearing frame, where it is cleared of knots and husks—spinning frame, where it is twisted single from spindles—trammings machine, where it is doubled till it makes a thread of any size required—throwing machine, where it is again twisted together any number of twists to the inch required. It is then cleansed by boiling out the gum, &c.—then dyed—then wound on bobbins—it is then fit for the weaver's use. I have manufactured from two to three hundred weight of silk the past season. I enclose a sample of my vesting. I make furniture bindings, suspender webbing, handkerchiefs, vestings and any thing that will pay—the hosiery made from my silk, woven at a factory in Boston, is much preferred to the imported, and sells to a better profit.

The art of reeling is what seems to be most wanting in this country, and should receive some state patronage. My real answer to the purpose for families very well. I reel the silk that I raise on it, and will furnish one of the reels, and learn a person to work on it, for \$25. I have sent one of them to Rhode Island and one to Connecticut. The art of reeling may be acquired by patience and experience, to as great perfection as it has attained any where; but the learner is slow at the beginning, and I cannot afford to learn people for nothing, and find them board and silk to waste, as they necessarily must waste some at first. If you should think it worth while, several of your neighbors might join and have a reel made—I will undertake to have one completed for you in a month—then send down an intelligent young man, and I will show him so that with a little practice he will make a marketable silk, and be able to instruct others. Very respectfully your obedient servant,

JONATHAN H. COBB.

MISCELLANY.

From Lady Blessington's Journal of Conversations with Lord Byron, published in the New Monthly Magazine for September, we take the following:

He talked to-day of a very different kind of letter, which appears to have made a profound impression on him: he has promised to show it to me; it is from Mr. Sheppard, inclosing him a prayer offered up for Byron, by the wife of Mr. Sheppard, and sent since her death. He says he never was more touched than on perusing it, and that it has given him a better opinion of human nature.

The following is the copy of the letter and prayer, which Lord Byron has permitted me to make:—

"To Lord Byron.

"FROM, SOMERSET, Nov. 21, 1821.

"My Lord—More than two years since, a lovely and beloved wife was taken from me, by lingering disease, after a very short union. She possessed unvarying gentleness and fortitude, and a piety so retiring as rarely to disclose itself in words, but so influential as to produce uniform benevolence of conduct. In the last hour of life, after a farewell look on a lately-born and only infant, for whom she had evinced inexpressible affection, her last whispers were, 'God's happiness!—God's happiness!'

"Since the second anniversary of her decease, I have read some papers which no one had seen during her life, and which contain her most secret thoughts. I am induced to communicate to your Lordship a passage from these papers, which there is no doubt refers to yourself, as I have more than once heard the writer mention your agility on the rocks at Hastings:

"Oh, my God, I take encouragement from the assurance of thy word, to pray to Thee in behalf of one for whom I have lately been much interested. May the person to whom I allude (and who is now, we fear, as much distinguished for his neglect of Thee as for the transcendent talents thou hast bestowed on him), be awakened to a sense of his own danger, and led to seek that peace of mind in a proper sense of religion, which he has found this world's enjoyment unable to procure! Do Thou grant that his future example may be productive of far more extensive benefit than his past conduct and writings have been of evil; and may the Sun of righteousness, which we trust will, at some future period, arise on him, be bright in proportion to the darkness of those clouds which guilt has raised around him, and the balm which it bestows, healing and soothing in proportion to the keenness of that agony which the punishment of his vices has inflicted on him! May the hope that the sincerity of my own efforts for the attainment of holiness, and the approval of my own love to the Great Author of religion, will render this prayer, and every other for the welfare of mankind, more efficacious. Cheer me in the path of duty; but let me not forget, that, while we are permitted to animate ourselves to exertion by every innocent motive, there are but the lesser streams which may serve to increase the current, but which, deprived of the grand fountain of good, (a deep conviction of inborn sin, and firm belief in the efficacy of Christ's death for the salvation of those who trust in him, and really wish to serve him,) would soon dry up, and leave us barren of every virtue as before.—Hastings, July 31, 1814."

"There is nothing, my Lord, in this extract, which, in a literary sense, can at all interest you; but it may, perhaps, appear to you worthy of reflection how deep and expansive a concern for the happiness of others, the Christian faith can awaken in the midst of youth and prosperity. Here is nothing poetical and splendid, as in the expository homages of M. Delamartine; but here is the sublime, my Lord; for this intercession was offered, on your account, to the supreme Source of happiness. It sprang from a faith more confirmed than that of the French poet; and from a charity which, in combination with faith, showed its power unimpaired amidst the languors and pains of approaching dissolution. I will hope that a prayer, which, I am sure, was deeply sincere, may not always be unavailing.

"It would add nothing, my Lord, to the fame with which your genius has surrounded you, for an unknown and obscure individual to express his admiration of it. I had rather be numbered with those who wish and pray, that 'wisdom from above, and peace, and joy,' may enter such a mind.

"JOHN SHEPPARD."

On reading this letter and prayer, which Byron did aloud, before he consigned it to me to copy, and with a voice tremulous from emotion, and a seriousness of aspect, that showed how deeply it affected

him, he observed, "Before I had read this prayer, I never rightly understood the expression so often used, 'The beauty of holiness.' This prayer and letter have done more to give me a good opinion of religion, and its professors, than all the religious books I ever read in my life.

"When Religion supports the sufferer in affliction and sickness, even unto death, its advantages are so visible, that all must wish to seek such a consolation; and when it speaks peace and hope to those who have strayed from its path, it softens feelings that severity must have hardened, and leads back the wanderer to the fold; but when it clothes itself in anger, denouncing vengeance, or shows itself in the pride of superior righteousness, condemning, rather than pitying, all erring brothers, it repels the wavering, and fixes the unrepentant in their sins. Such a religion can make few converts, but may make many dissenters, to its tenets; for in Religion, as in everything else, its utility must be apparent, to encourage people to adopt its precepts; and the utility is never so evident as when we see professors of religion supported by its consolations, and willing to extend these consolations to those who have still more need of them—the misguided and the erring."

Byron is a perfect chameleon, possessing the qualities attributed to that fabulous animal, of taking the color of whatever touches him. He is conscious of this, and says it is owing to the extreme mobility of his nature, which yields to present impressions. It appears to me that the consciousness of his own defects, renders him still less tolerant to those of others,—this perhaps is owing to their attempts to conceal them, more than from natural severity, as he condemns hypocrisy more than any other vice—saying it is the origin of all. If vanity, selfishness, or mundane sentiments, are brought in contact with him, every arrow in the armory of ridicule is let fly, and there is no shield sufficiently powerful to withstand them. If vice approaches, he assails it with the bitterest gall of satire; but when goodness appears, and that he is assured it is sincere, all the dormant affections of his nature are excited, and it is impossible not to observe, how tender and affectionate a heart his must have been, ere circumstances had soured it. This was never more displayed than in the impression made on him by the prayer of Mrs. Sheppard, and the letter of her husband. It is also evident in the generous impulses that he betrays on hearing of distress or misfortune, which he endeavors to alleviate; and, unlike the world in general, Byron never makes light of the griefs of others, but shows commiseration and kindness. There are days when he excites so strong an interest and sympathy, by showing such indubitable proofs of good feeling, that every previous impression to his disadvantage fades away, and one is vexed with one's self for ever having harbored them. But, alas! "the morrow comes," and he is no longer the same being. Some disagreeable letter, review, or new example of the slanders with which he has been for years assailed, changes the whole current of his feelings—renders him reckless, Sardonic, and as unlike the Byron of the day before as if they had nothing in common.—nay, he seems determined to efface any good impression he might have made, and appears angry with himself for having yielded to the kindly feelings that gave birth to it. After such exhibitions, one feels perplexed what opinion to form of him; and the individual who has an opportunity of seeing Byron very often, and for any length of time, if he or she stated the daily impressions candidly, would find, on reviewing them, a mass of heterogeneous evidence, from which it would be most difficult to draw a just conclusion. The affectionate manner in which he speaks of some of his juvenile companions has a delicacy and tenderness resembling the nature of woman more than that of man, and leads me to think that an extreme sensitiveness, checked by coming in contact with persons incapable of appreciating it, and affections chilled by finding a want of sympathy, have repelled, but could not eradicate, the seeds of goodness that now often send forth blessings, and with culture, may yet produce precious fruit.

I am sure, that if ten individuals undertook the task of describing Byron, no two, of the ten, would agree in their verdict respecting him, or convey any portrait that resembled the other; and yet the description of each might be correct, according to his or her received opinion; but the truth is, the chameleon-like character or manner of Byron renders it difficult to portray him; and the pleasure he seems to take in misleading his associates in their estimate of him increases the difficulty of the task. This ex-

traordinary fancy of his has so often struck me, that I expect to see all the persons who have lived with him giving portraits, each unlike the other, and yet all bearing a resemblance to the original at some one time. Like the pictures given of some celebrated actor in his different characters, each likeness is affected by the dress and the part he has to fill. The portrait of John Kemble in Cato resembles not Macbeth nor Hamlet, and yet each is an accurate likeness of that admirable actor in those characters; so Byron, changing every day, and fond of misleading those whom he suspects might be inclined to paint him, will always appear different from the hand of each limner.

I observed in Lord Byron a candor in talking of his own defects, nay, a seeming pleasure in dwelling on them, that I never remarked in any other person; I told him this one day, and he answered—"Well, does not this give you hopes of my amendment?" My reply was, "No; I fear, by continually recapitulating them, you will get so accustomed to their existence, as to conquer your disgust of them. You remind me of Boileau, in the 'West Indian,' when he exclaims, 'No one sins with more repentance, or repents with less amendment than I do.'" He laughed and said, "Well, only wait, and you will see me one day become all that I ought to be; I am determined to leave my sins, and not wait until they leave me: I have reflected seriously on all my faults, and that is the first step towards amendment. Nay, I have made more progress than people give me credit for; but, the truth is, I have such a distastefulness of cant, and am so fearful of being suspected of yielding to its outcry, that I make myself appear rather worse than better than I am."

"You will believe me, what I sometimes believe myself, mad," said Byron one day, "when I tell you that I seem to have two states of existence, one purely contemplative, during which the crimes, faults, and follies of mankind are laid open to my view, (my own forming a prominent object in the picture,) and the other active, when I play my part in the drama of life, as if impelled by some power, over which I have no control, though the consciousness of doing wrong remains. It is as though I had the faculty of discovering error, without the power of avoiding it. How do you account for this?" I answered, "That, like all the phenomena of thought, it was unaccountable; but that contemplation, when too much indulged, often produced the same effect on the mental faculties that the dwelling on bodily ailments effected in the physical powers—we might become so well acquainted with diseases, as to find all their symptoms, in ourselves and others, without the power of preventing or curing them; nay, by the force of imagination, might end in the belief that we were afflicted with them to such a degree as to lose all enjoyment of life, which state is termed hypochondria; but the hypochondria which arises from the belief in mental diseases is still more insupportable, and is increased by contemplation of the supposed crimes or faults, so that the mind should be often relaxed from its extreme tension, and other and less exciting subjects of reflection presented to it. Excess in thinking, like all other excesses, produces reaction, and add the two words 'too much' before the word thinking, in the two lines of the admirable parody of the brothers Smith—

"Thinking is but an idle waste of thought,
And nought is everything, and everything is nought,"

and, instead of parody, it becomes true philosophy."

We both laughed at the abstract subject we had fallen upon; and Byron remarked, "How few would guess the general topics that occupy our conversation!" I added, "It may not perhaps be very amusing, but, at all events, it is better than scandal." He shook his head and said, "All subjects are good in their way, provided they are sufficiently diversified; but scandal has something so piquant,—it is a sort of cayenne to the mind,—that I confess I like it, particularly if the objects are one's particular friends."

"Of course you know Luttrell," said Lord Byron. "He is a most agreeable member of society, the best sayer of good things, and the most epigrammatic conversationalist I ever met: there is a tartness, and wit, mingled with fancy, in his observations, that no one else possesses, and no one so peculiarly understands the *appropos*. His 'Advice to Julia' is pointed, witty, and full of observation, showing in every line a knowledge of society, and a tact rarely met with. Then, unlike all, or most other wits, Luttrell is never obtrusive, even the choicest *bons mots* are only brought forth when perfectly applicable, and then are given in a tone of good breeding which enhances their value."

"Moore is very sparkling in a choice of chosen

society (said Byron); with lord and lady listeners he shines like a diamond, and thinks that, like that precious stone, his brilliancy should be reserved *pour le beau monde*. Moore has a happy disposition, his temper is good, and he has a sort of fire-fly imagination, always in movement, and in each evolution displaying new brilliancy. He has not done justice to himself in living so much in society; much of his talents are frittered away in display, to support the character of 'a man of wit about town,' and Moore was meant for something better. Society and genius are incompatible, and the latter can rarely, if ever, be in close or frequent contact with the former, without degenerating; it is otherwise with wit and talent, which are excited and brought into play by the friction of society, which polishes and sharpens both. I judge from personal experience; and, as some portion of genius has been attributed to me, I suppose I may, without any extraordinary vanity, quote my ideas on this subject. Well, then (continued Byron), if I have any genius (which I grant is problematical), all I can say is, that I have always found it fade away, like snow before the sun, when I have been living much in the world. My ideas became dispersed and vague, I lost the power of concentrating my thoughts, and became another being: you will perhaps think a better, on the principle that any change in me must be for the better; but no—instead of this, I became worse, for the recollection of former mental power remained, reproaching me with present inability, and increased the natural irritability of my nature. It must be this consciousness of diminished power that renders old people peevish, and, I suspect, the peevishness will be in proportion to former ability. Those who have once accustomed themselves to think and reflect deeply in solitude, will soon begin to find society irksome; the small money of conversation will appear insignificant, after the weighty metal of thought to which they have been used, and like the man who was exposed to the evils of poverty while in possession of one of the largest diamonds in the world, which, from its size, could find no purchaser, such a man will find himself in society unable to change his lofty and profound thoughts into the conventional small-talk of those who surround him. But, bless me, how I have been holding forth! (said Byron) Madame de Staël herself never declaimed more energetically, or succeeded better, in *envenant*, her auditors, than I have done, as I perceive you look dreadfully bored. I fear I am grown a sad prosy, which is a bad thing, more especially after having been, what I swear to you I once heard a lady call me, a sad poet. The whole of my tirade might have been comprised in the simple statement of my belief that genius shuns society, and that, except for the indulgence of vanity, society would be well disposed to return the compliment, as they have little in common between them.

"Who would willingly possess genius? None, I am persuaded, who knew the misery it entails, its temperament producing continual irritation, destructive alike to health and happiness—and what are its advantages?—to be envied, hated and persecuted in life, and libelled in death. Wealth may be pardoned, (continued Byron,) if its possessor diffuses it liberally; beauty may be forgiven provided it is accompanied by folly; talent may meet with toleration if it be not of a very superior order; but genius can hope for no mercy. If it be of a stamp that insures its currency, those who are compelled to receive it will indemnify themselves by finding out a thousand imperfections in the owner, and as they cannot approach his elevation, will endeavor to reduce him to their level by dwelling on the errors from which genius is not exempt, and which forms the only point of resemblance between them." We hear the errors of men of genius continually brought forward, while those that belong to mediocrity are unnoticed; hence people conclude that errors peculiarly appertain to genius, and that those who boast it not, are saved from them. Happy delusion! but not even this belief can induce them to commiserate the faults they condemn. It is the fate of genius to be viewed with severity instead of the indulgence that it ought to meet, from the gratification it dispenses to others; as if its endowments could preserve the possessor from the alloy that marks the nature of mankind. Who can walk the earth, with eyes fixed on the heavens, without often stumbling over the hindrances that intercept the path? while those who are intent only on the beaten road escape. Such is the fate of men of genius: elevated over the herd of their fellow men, with thoughts that soar above the sphere of their physical existence, no wonder that they stumble when treading the mazes of ordinary

life, with irritated sensibility, and mistaken views of all the common occurrences they encounter.

African Expedition.—The following particulars of the Liverpool expedition for the interior of Africa, are copied from a Cork journal:—"Its first destination is to the mouth of the river Quorra, forty miles to the leeward of Cape Formosa. The large steamer is computed to be 145 tons burden, and propelled by a fifty-horse engine. Her sides are pierced, and mounted with ten six-pounders. Forward, a very formidable display is made by a twenty-four pound swivelgun, whilst a long swivel eighteen pound cannonade astern seems to threaten destruction to every foe. In addition to these precautions against the Spanish pirates who infest the coast, and also such of the native tribes as might prove hostile to the expedition, she is completely surrounded by *chasseurs de frise*, and amply provided with small arms and boarding pikes for forty persons, which will compose the crew, &c. The steamer is named after the river she is intended to ascend, namely, the Quorra, which is the Arabic for 'Shining River.' Her present draft of water is easy, and in her ascent will not be more than two feet six inches, which is very small, considering that no sacrifice has been made of those operations which constitute the *beau idéal* of a steamer, which the Quorra certainly is. The construction of the paddles is such that, should favorable winds occur, they can be removed in such a manner that she can use sails in place of steam, and receive no impediment to her progress by their immersion in the water. She is schooner-rigged, and rather lofty. The Quorra is intended to ascend the principal streams, and the lesser, which is built entirely of wrought iron, and of a draught of only eighteen inches, is intended to explore all the tributary streams, and likewise visit Timbuctoo, Warree, Sokatoo, &c. &c. The latter boat is fifty-five tons burden, and called the *Alburkha*, which is Arabic for 'Blessing.' The brig *Columbine*, which accompanies the expedition as far as possible, is principally laden with fuel and other articles for the use of the two steamers. It is expected that a sufficiency of wood will be found on the banks of the river to generate steam, when the supply of coal is finished, or not easily to be procured. The whole squadron is under the command of G. L. Harris, Esq. R. N., whose experience on the coast during a period of six years, entitles him to the confidence of the promoters of the expedition. The elder Lander, the companion of Clapperton, Macgregor Laird, Esq., and Dr. Briggs, of Liverpool, accompany it, the latter as the medical attendant and botanist. Mr. Harris will act as topographical surveyor on the part of the company and government, by permission, and a naval officer on their part, for a like purpose. By the ample provision made, it would almost seem that every difficulty was anticipated; everything that could be procured for the success, safety, comfort, and happiness of our adventurous countrymen has been procured; nor should the fact be omitted, that an abundance of trinkets, &c. &c. has been procured to conciliate the good will of the natives. No correct estimate can be formed of the length of the absence of the expedition. It may however, be naturally inferred that it will not be great, as the steamers will prevent a facility hitherto unknown in exploring the African rivers, and that the progress thus obtained will in no way be impeded by the caprice of any of the African chiefs in obtaining leave to proceed, or paying compulsory tribute, &c. for such a favor. A glance at the Quorra will almost convince any one that her implements of destruction are such as to defy the whole condensed bow-and-arrow force of Africa."

The *Cambrian* newspaper says, the Quorra and *Alburkha* steamers arrived at Milford on Saturday last, from Liverpool, to wait for orders and the African traveller Lander, who is expected over-land to join, as well as to get clean bills of health. The sailing brig *Columbine*, 170 tons, Captain Miller arrived on Sunday, being furnished with a supply of coals for the steamers, and a variety of articles for presents, trade and barter, and a few passengers. These vessels possess all the requisite qualifications for such a voyage, comprehending every comfort, as well as fitted for defence against any attack of the natives on the rivers and coast. The *Alburkha*, Captain Hill, is a beautiful little iron steamer, the hull, except decks, being wholly of that material; accommodations, exclusive of the engine-room, only 35 tons and with her crew, fourteen in number, coals, luggage, and articles for trade, draws only four feet water; when divested of those materials, can be made to sail on an even keel in two feet water.—This little vessel and the brig *Columbine*, were tow-

ed out to sea, on Tuesday evening last, by the Quorra, which vessel returned again, and now waits the arrival of Mr. Lander, to sail immediately for Porto Praya, on the African coast, the place of rendezvous. It is to be hoped, as the voyage is of a trading description, conducted at the entire expense of a body of Liverpool merchants, that the speculation will be attended with profitable results to them in a commercial point of view, and finally, with great advantage, to open a trade between this country and the whole of Western Africa."

Expense of Living in Italy.—One lodges like a prince in Florence, and pays like a beggar. For the information of artists and scholars desirous to come abroad, to whom exact knowledge on the subject is important, I will give you the inventory and cost of my whereabouts.

I sit at this moment in a window of what was formerly the archbishop's palace—a noble old edifice, with vast staircases and resounding arches, and a hall in which you might put a dozen of the modern brick houses of our country. My chamber is as large as a ball-room, on the second story, looking out upon the garden belonging to the house, which extends to the eastern wall of the city. Beyond this lies one of the sweetest views in the world—the ascending amphitheatre of hills, in whose lap, lies Florence, with the tall enemies of *Piselli* in the centre, crowned with the monastery in which Milton passed six weeks, while gathering scenery for his *Paradise*. I can almost count the panes of glass in the windows of the bard's room; and, between the fine old building and my eye, on the slope of the hill, thirty or forty splendid villas, half buried in trees, (Madame Catalani's among them,) piled one above another on the steep ascent, with their columns and porticoes, as if they were mock temples in a vast terraced garden. I do not think there is a window in Italy that commands more points of beauty. Cole, the American landscape painter, who occupied the room before me, took a sketch from it. For neighbors, the Neapolitan ambassador lives on the same floor, the two Greenoughs in the ground-rooms below, and the palace of one of the wealthiest nobles of Florence overlooks the garden, with a front of eighty-five windows, from which you are at liberty to select any two or three, and imagine the most celebrated beauty of Tuscany behind the crimson curtains—the daughter of this same noble bearing that reputation. She was pointed out to me at the opera a night or two since, and I have seen as famous women with less pretensions.

For the interior, my furniture is not quite upon the same scale, but I have a clean snow-white bed, a calico-covered sofa, chairs and tables enough, and pictures three deep from the wall to the floor.

For all this, and the liberty of the episcopal garden, I pay three dollars a month! A dollar more is charged for lamps, boots, and service, and a dark-eyed landlady of thirty-five mends my gloves, and pays me two visits a day—items not mentioned in the bill. Then for the feeding—an excellent breakfast of coffee and toast is brought me for six cents; and, without wine, one may dine heartily at a fashionable restaurant for twelve cents, and with wine, quite magnificently for twenty-five. Exclusive of postage and pleasures, this is all one is called upon to spend in Florence. Three hundred dollars a year would fairly and largely cover the expenses of a man living at this rate; and a man who would not be willing to live half as well for the sake of his art, does not deserve to see Italy. I have stated these un sentimental particulars, because it is a kind of information I believe much wanted. I should have come to Italy years ago if I had known as much, and I am sure there are young men in our own country, dreaming of this paradise of art, in half despair, who will thank me for it, and take up at once "the pilgrim's sandal-shoon and scollop-shell."—[*Willis's Letters from Europe*, published in the N. Y. Mirror.]

Curious conversation of Napoleon with Junot.—The First Consul has been reproaching him with making friends of his enemies:—

"Of whom are you speaking, my general?" said he, at length. "Of M. d'Orsay, to be sure—he whom they call the handsome d'Orsay. Was he not on the point of being shot for a conspirator? and was he not sent to the Temple? Fouché told me, the other day, that he was a dangerous man." Junot smiled bitterly. "My general, you have given me to understand in two syllables to whom I am indebted for all this, and I shall know how to thank him. I shall begin by saying that citizen Fouché has told you a falsehood, in asserting that

NEW-YORK AMERICAN.

OCTOBER 13, 15, 16, 17, 18, 19—1832.

HEALTH OF THE CITY.—The number of deaths in this city last week was only 129; of which by Cholera 14. Annexed is a statement of the deaths in each week since the 1st of July:

Week ending July 7—191 interments, of which 30 of Cholera			
Do.	do.	11—510	" 336
Do.	do.	18—587	" 716
Do.	do.	25—579	" 696
Do.	August 4—580	" 383	"
Do.	do.	11—467	" 381
Do.	do.	18—414	" 323
Do.	do.	25—391	" 178
Do.	Septem. 1—324	" 136	"
Do.	do.	8—353	" 201
Do.	do.	15—391	" 133
Do.	do.	22—338	" 73
Do.	do.	29—180	" 50
Do.	October 6—137	" 34	"
Do.	do.	13—129	" 14

Total since 30th June, 6,003 interments 3,465 of Cholera

The number of deaths is now reduced to about the usual number at this season of the year. The average weekly number through the year 1831 was 192.

CAPE DE VERD ISLANDS.—While other cities are talking about relieving the famine which was depopulating these lonely islands, Boston has already collected, through its churches and societies, \$3727, as a fund for their relief.

FINE ARTS.—The collection of paintings so well known in New York by the name of *Saunders gallery*, has received the addition of two admirable Battles, by *Salvator Rosa*, and, in consequence of a particular arrangement by the proprietor, the celebrated painting of *Paulus Potter*, (THE TWO HARES), which was the object of a separate exhibition, will henceforth form a part of the collection, without any augmentation of price for admittance. (See the advertisement.)

This gallery being open but for a very short time, we think that all those of our fellow citizens who have an enlightened taste for the fine arts, will hasten to take advantage of these last moments to enjoy the sight of that collection of precious paintings, not copied from the great masters, but in truth originals, and of which several possess an European reputation.

The letters on painting, which were called forth by this collection, and of which several were published in this paper, were interrupted by the appearance of the cholera. They will now be continued, and treat of the three schools, as yet not examined, the Spanish, Flemish, and French. [Communicated.]

* With respect to the picturesque execution, our venerable fellow-citizen, Trumbull, considers this painting one of the finest he ever saw.

INDIAN TREATIES.—The Globe of Monday thus speaks of the lands acquired by the treaties recently negotiated by General Scott and Governor Reynolds with the Winnebagoes and the Sacs and Foxes:—

"The lands south of the Wisconsin, and east of the Mississippi, ceded by the Winnebagoes, contain about 4,600,000 acres, and is represented to be of excellent soil, well watered, and abounding in inducements for agriculturists to purchase and cultivate. The lands ceded by the Sacs and Foxes contain about 6,000,000 acres, of a quality not inferior to any between the same parallels of latitude. It is known to abound in lead ore, and the Indians say in other ores."

For the tract ceded, the United States agreed to pay an annuity of twenty thousand dollars for thirty years, to support a blacksmith and gunsmith in addition to those now employed, to pay the debts of the tribes, to supply provisions, and as a reward for the fidelity of Ke-o-kuk and the friendly Band, to allow a reservation to be made for them of 400 miles square on the Iowa river, to include Ke-o-kuk's principal village.

Black Hawk and his two sons, the Prophet, Napope and five others, principal warriors of the hostile bands, are to be retained as hostages, during the pleasure of the President. All the other prisoners have been delivered up to the friendly Sacs and Foxes.

Albert d'Orsay was a dangerous man and a conspirator. He is the most loyal and honest man living, full of honor; and if in returning to France he has given his word to be faithful to the establishment of government, he will keep it. I should have thought, my general, that as Fouché gave him the title of my friend, you would have held him worthy of your esteem as a man of honor; for I could not give my friendship to any one who was not. But, my general, you should never have believed that an enemy of yours could be my friend. And Junot passed his hand over his forehead, which was dripping. Napoleon knew him too well not to be conscious how much he suffered. He approached him and pressed his hand affectionately: Junot was suffocating. "Come! don't be childish. I tell you I am not speaking of you, my faithful friend. Have you not proved your attachment when I was in fetters? would you not have followed me to prison? I should have followed you to the scaffold," cried Junot, striking his fist upon the table with such force as to make every thing on it leap to the ground. Napoleon laughed. "Well! don't you see, then, that it is impossible for me to say anything that should go to your heart, and hurt you, Monsieur Junot." And he pulled his ears, his nose, and his hair. Junot drew back. "Ah! I have hurt you," said Napoleon, approaching him, and resting his little white hand upon Junot's light hair, caressing him, as if he meant to pacify a child: "Junot," he continued, "do you remember being at the Serbelloni Palace at Milan, when you had just received a wound,—just here,—at this place." And the little white hand gently touched the large cicatrice. "I pulled away your hair, and withdrew my hand full of your blood." The First Consul turned pale at the recollection. And it is a remarkable circumstance that Napoleon spoke to me not less than ten times in the course of his reign of this incident at Milan; and never without starting and turning pale at the recollection of his blood-stained hand. "Yes," he continued, with a movement as if to repress a shudder; "yes, I confess at that moment I felt that there is a weakness inherent in human nature, which is only more exquisitely developed in the female constitution. I then understood that it was possible to faint. I have not forgotten that moment, my friend; I have laid it by in a safe place for remembrance, and the name of Junot can never be mingled in my mind with even the appearance of perfidy. Your head is too hot, too headless; but you are a loyal and brave fellow. You, Lannes,—Marmont,—Duroc,—Berthier,—Bessières,—at each name Napoleon took a pinch of snuff and a turn in the room, sometimes making a pause and smiling, as the name recalled any proof of attachment. "my son Eugene—yes, those are hearts which love me, which I can depend upon. Lemarrois, too, is another faithful friend. And that poor Rapp, he has been but a short time with me, yet he pushes his love even to an extent that might give offence; do you know, he scolded me sometimes?"—[Mem. Duchess Abrantes.]

THE PACHA OF EGYPT.—The following interesting account of this extraordinary person is extracted from an address of Sir Alexander Johnson to the Asiatic Society:—

"The Pacha of Egypt, one of our honorary members, a chief of a clear and vigorous mind, observing the advantage European states have derived from a similar policy, has publicly encouraged the introduction into Egypt of all those arts and sciences which are calculated to improve the understandings of the people, to mitigate the effects of their religious feelings, and to secure the stability of the local government; he has assimilated his army and navy to those of Europe, and subjected them to European regulations and to European discipline; he has formed corps of Artillery and Engineers upon European principles; he has attached regular bands of military music to each of his regiments, with European instructors, who teach the Arab musicians according to the European notes of music, to play upon European instruments the popular marches and airs of England, France, and Germany; a short distance from Cairo he has established a permanent military hospital, and placed it under European surgeons, and the same rules as prevail in the best regulated hospitals in Europe; and he has formed a school of medicine and anatomy, in which not only botany, mineralogy, and chemistry, are taught, but human bodies are publicly dissected by students who profess the Mahomedan religion, and who are publicly rewarded in the heart of a great Mahomedan population, according to the skill and the knowledge which they display in their different dissections. At Alex-

andria he has established a naval school, in which the Mahomedan students are instructed in the several branches of geometry, trigonometry, mechanics and astronomy, connected with naval architecture and the science of navigation, and a dock-yard under the control and superintendence of an European naval architect, distinguished for his talents and skill, in which, besides frigates and other vessels of smaller dimensions, four ships of the line, three carrying 110 guns upon two decks, and one of 130 guns, have been recently built; he has opened the old port, which was formerly shut against them, to all Christian vessels. He has encouraged the formation of regular insurance offices, and authorized Christian merchants to acquire a property in lands, houses, and gardens. He has employed an English civil engineer of great eminence on a very liberal salary, to improve all the canals in the country and the course of the Nile; he is about to construct carriage roads from Alexandria to Cairo, and from Alexandria to Rosetta and Damietta; and M. Abro, the cousin of his Minister, is about to establish upon them public stage coaches, built on a model of one sent to him by a coach-maker from this country; he has introduced steam-boats which navigate upon the Nile, and steam-engines which are used for cleansing and deepening that river, and for various other public works; he has patronised the employment, by Mr. Briggs, of two Englishmen, taken for the purpose from this country, in boring for water in different parts of the desert, and he has discovered, through their operations, some very fine water in the desert between Cairo and Suez; he has encouraged the growth of cotton, indigo, and opium, and the former of these productions is now a great article of trade between Egypt and England, France and Germany; he has established schools in the country, for the instruction of all orders of his people, in reading, writing, and arithmetic; he has sent, at great expense to himself, young men both of the higher and lower ranks of society to England and France, for the purpose of acquiring useful knowledge, the former in those branches of science and literature which are connected with their service in the army and navy, and the higher departments of Government; the latter in those mechanical arts, which are more immediately connected with their employment as artisans and manufacturers; he has constituted a public assembly at Cairo, consisting of a considerable number of well-informed persons, who hold regular sittings for forty days in each year; and publicly discuss, for his information, the interests and wants of his different provinces; he patronizes the publication of a weekly newspaper in Arabic and Turkish, for the instruction of his people; and, finally, he protects all Christian merchants who are settled in his country, not only in time of peace, but also in time of war, and afforded the European merchants who were settled at Alexandria and at Cairo, a memorable instance of his determination to adhere under all circumstances to this policy, by informing them, as soon as he had received intelligence of the battle of Navarino, that their persons and their property should continue as secure as if no such event had occurred. I have dwelt at some length upon this subject, because I have felt it to be my duty, in consequence of the information which I have received as chairman of the Committee of Correspondence, to give publicity in this country to those measures, by which one of the most distinguished of our honorary members has restored to Egypt, in their highest state of perfection, all the arts and sciences of Europe, has emulated, as a patron of knowledge, the conduct of the most enlightened of the caliphs of Bagdad, and has afforded, as a Mahomedan, a bright example for their imitation, to all the Mahomedan sovereigns in Europe, Africa, and Asia."

Physiognomy.—A year or two after the general peace of 1815, the present Emperor of Russia, then the Grand Duke Nicholas, paid a visit to England, and made an excursion through part of Scotland. In the course of military duty, we chanced to be among the officers appointed to escort him through Stirling Castle, after passing through the formality of an introduction. But little did we think that the personage in whose presence we stood was in future years to figure as the Great Goth of modern times, and out Herod Herod—for instead of a fierce and truculent Tartar, such as fancy might paint him to those who have only seen him in his works—we beheld in the present Emperor of Russia "a marvelous proper man," very tall and very handsome, with a form to fascinate a female eye, and a face, pale, Grecian, fine, almost effeminate.—[Edinb. Observer.]

LITERARY NOTICES.

WESTWARD HO! By the author of the Dutchman's Fireside: 2 vols. Harper's. The basis of this story, to the best of our knowledge, is entirely original; and it is one of the finest for a superstructure of poetry or romance, that we have seen treated in a long time. It is a tale of *hereditary madness*. To say that the author has made the most of his materials would be far from the truth; for when did ever Mr. Paulding write a book, without provoking nearly as much as he pleased the reader? A want of due elaboration is the great defect in almost all his writings; and though deservedly a great favorite with his countrymen, it is by storm rather than sapping; that he has entrenched himself in their good graces. His ideas are poured out with the strength of a mountain torrent, but their course is frequently as irregular, and too often as turbid as their flow is full and powerful: and even where the stream, after descending into smoother channels, is gliding on sweetly and transparently, as, with the brook from which we take our simile, when, after its boisterous course, it luxuriates through a sunny meadow, or lingers in some quiet grove—it will wheel away on a sudden into a ruder bed, as if delighting alone in startling and bewildering those who would trace it on its varying way. The work before us is as characteristic of this talented (the word's as good as any in the American language) writer, as either of his productions we can call to mind. It evinces power, humor, and fancy, strong national feelings, and warm domestic affections. But though entertaining, and in many parts beautifully written, there is hardly a page upon which there is not some trace of carelessness. Like the "Dutchman's Fireside," many passages are beautifully elaborated, while not a few are given in the rough. We think, however, that *Westward Ho!* will prove very popular. Many, doubtless, who prefer life in the boudoir to life in the forest, and believe not in romance, unless its pictures are colored with a Gothic pencil, and have a baronial castle in the background, will fling down the book with distaste; but we think, that without our giving further clue to the plot, the extracts below, while they show the vigor with which our author has handled a fresh subject, will whet the desire of our readers to dwell more familiarly upon this racy production.

A Backwoodsman.—Nurtured among the mountains of his native State, free as the air he breathed, he grew up tall and straight, and hardy as the trees of the primeval forests, where he passed most of his time in hunting and rural sports of danger and entrapment. He could neither read nor write, yet he was not ignorant or vulgar; and his feelings, by some strange freak of nature, or combination of circumstances, partook of the character of a gentleman in more ways than one.

In his person, Bushfield was one of those rare specimens of men, the united product of pure air, wholesome exercise, warlike habits, and perfect freedom of body and mind. He was upwards of six feet high, perfectly straight, and without an ounce of superfluous flesh in his whole composition. There was a singular ease, one might almost call it gracefulness, in his carriage; and his dress, which consisted of a buckskin hunting-shirt, a raccoon-skin cap and leggings, was highly picturesque. There was nothing vulgar or dowdy in his appearance or address, which was that of a man who believed himself equal to his fellow-men in any circumstances or situation that called for the exercise of manly vigor or daring enterprise.

A Forest Beauty.—While the grain was growing luxuriantly in the fields, and the flowers beginning to bloom in the garden of Colonel Dangerfield, another and a fairer flower was expanding into rich maturity within his walls. Little Virginia was now a tall girl, straight as one of the high trees of the western forests, though not quite so lofty, and graceful as an Indian maid. She had never seen a superior, nor ever felt the miserable consciousness of inferiority, which is the parent of that affectation which destroys all grace of motion and action, and takes away the dignity of self-possession. A person conscious of equality with all around, will sel-

dom, if ever, be awkward, embarrassed, or ungraceful.

Virginia grew up in the pure air and amid the pure springs of a Kentucky paradise. Her eyes were those of a half-tamed fawn, tender and apprehensive, spirited, yet expressing the most perfect gentleness of character. Her skin was as transparent as the fountains of pure water out of which she drank; and though the general hue of her face was pale, it was delightful to see how the blood ran on errands from her heart to her face, when agitated by a sudden impulse.

Bred up in this sequestered spot, at a distance from the great whirlpool of life, Virginia knew little of the world except that little portion around her, and what the occasional perusal of a few books afforded. She read little, but thought much, and there is no doubt but that habitual reflection is a richer fountain for the mind than books, and contributes far more to its strength and originality. Without intimate associates of her own age and sphere, she passed much of her time alone, and solitude is the nurse of the imagination. Her spirits were naturally lively, yet there were intervals when they subsided into quiet repose, or sunk into a temporary abstraction, during which her fancy expanded in a world of its own creation.

An Earthquake.—While the argonauts of the broad horn were gathering drift-wood along the shore, Rainsford, accompanied by Captain Sam, strolled to the confines of the Great Prairie, as it is called, which extends for many miles from the borders of the Mississippi. As they stood admiring the rolling expanse of vapor which gave to its vast surface the appearance of the distant ocean in a calm, and coursing with their eyes the dead and noiseless solitude, a distant rumbling sound caught their attention for a moment—ceasing for a moment, and in a moment beginning again, apparently nearer than before. It was succeeded by a vast cloud of dust, which all at once obscured the air, and hid from their view the face of the world.

"Cut dirt, stranger, for your life; there's a whirlwind coming," cried Captain Sam, suiting the action to the word.

But he had scarcely spoken when the earth opened between them, and they stood rocking to and fro on either side a yawning chasm. The ground rose in waves, like the sea in a storm; the vast trees that skirted the bare precincts of the endless plain, nodded and struck their high heads together with a crash, and lashed each other with their giant limbs; the earth burst its strong ribs, and rose, and split into vast ravines; the waters burst through their bounds, and while they formed new lakes, or forced themselves into new channels in some places, in others they left large spaces high and dry. Anon the waves of the firm fixed earth subsided for a moment, and she lay trembling and quivering as in the paroxysm of an ague.

During this appalling interval, Rainsford and his companion rose from the ground, where they had been thrown by the resistless force of the vibrations, and instinctively sought refuge they knew not whither. The captain made towards the river, as being his natural element; while the other climbed one of the lofty trees that skirted the bounds of the interminable plain, from a vague apprehension of the waters, which, as well as the earth, seemed struggling to free themselves from the fetters of Nature's inflexible laws. He had scarcely done this, when again the same appalling noises approached from another quarter, and again the firm-set earth began to heave and curl itself into a sea of waves that seemed to approach from a distance, gathering strength, and rising higher and higher, until they burst, scattering vast volumes of water and sand high in the air, and leaving the ground seamed with deep chasms, which the traveller still surveys with astonishment and dismay. In a few moments the earth seemed changed into a different element, and to become an ocean. A large portion of the district around was covered with the waters, and the tree on which Rainsford had sought refuge stood rocking to and fro in the midst of them. Darkness, or at least an obscurity, like that of a total eclipse of the sun, came over the world; and such was the dimness of all animated nature, that a little bird came and sought refuge in the bosom of the young man, where it lay quiet and tame in the trance of terror. He could feel its little heart beat against his own, and the communion of sympathy between him and the panting flutterer was not unsoothing in this terrible hour.

Casting his eye towards the town of New Madrid, he beheld the houses tottering and tumbling to pieces, and the people fleeing to and fro in all the desperation of overwhelming terror. Turning to the

Mississippi, he suddenly observed it in one particular spot boil up, and overflow its banks, carrying boats and every thing that floated on its surface far over into the fields, where they were left perfect wrecks. Nay, it spared neither the living nor the dead, for all at once he saw the little graveyard of the village, with its mouldering bones and quiet inhabitants, lifted, as it were, from its resting-place, and hurled into the torrent, where it and they were scattered, never to be associated again in time or in eternity.

It looked like the last agony of expiring nature—as if the Omnipotent had resigned his empire of the universe, and left the rebel elements to struggle for mastery.

The excursions of a brilliant but ill-regulated imagination.—The mind of Rainsford seemed to take wing to the highest heaven, and to revel in the most glorious perceptions. With the mingled feelings of poetry and philosophy, of love and devotion, he expatiated on the beauty of nature, the chaste delights of virtuous affection, the labors and triumphs of well-aimed genius, and the crowning gift of immortality bestowed upon it here and hereafter. Virginia sat beside him, leaning forward with downward face; her eye raised to his in mingled admiration of his lofty flights, and fear lest he should overleap the slippery pinnacle of reason, and topple down headlong on the other side. She trembled at the dizzy height to which he sometimes soared, and her fearful anticipations pictured him as just shivering on the very verge of the almost imperceptible line, the very hair-breadth space which, in the sensitive empire of the brain, separates the fruitful region where the elements act in sweet accord and all is universal harmony, from that of chaos, where nothing but shapeless monsters and jarring atoms abide.

Patriotism in Women.—The love of country in the mind of a virtuous, reflecting, intellectual woman, should come next to her faith, her domestic affections, and her attachment to home. It ought never to mingle in party dimensions, or become the common topic of her thoughts or conversation; but, like the pure light of religion, it should be a quiet, deep-rooted, unobtrusive principle, worthy of every sacrifice except that of the virtues which constitute the divinity of the sex.

Political equality not necessarily personal similarity.—"You don't approve of our system of equality, I perceive, Mr. Barham."

"To be frank, for you know we Englishmen speak our minds, I do not."

"Why so, sir?"

"Why, because I don't like the obtrusive familiarities of the vulgar; nor do I believe any system of government can subsist for a length of time without a decided broad distinction of ranks."

"Why so, sir?"

"Because my own reading, reflection, and experience have satisfied me that equality in any respect either as to rank or fortune, is an impracticable, ruinous theory, which never can be realized."

"I differ with you, Mr. Barham. And to your reading and reflection I will say nothing, for my maxim is, to appeal to experience, wherever resort can be had to it. May I ask whence you derive your conviction of the impossibility of a system of equality, as far as ranks are concerned?"

"From England, sir, from my own country."

"I don't exactly see how your experience can have any application to England; because she has never tried the system of equality, and can therefore know nothing of its impracticability, or its ruinous effects, if it were practicable."

"Why, sir, don't we every day see the consequences of the mob getting uppermost; destruction of property and lives?"

"That is just because there is no equality among you, and not because there is. It is the sense of inequality, and its attendant wants and mortifications, that produce these violent eruptions of popular discontent. If you choose to call the people of this country all equal, very good. You don't see any mobs in Kentucky, nor anywhere else, except among those who bring with them from abroad those habits and feelings, and old antipathies generated by the very absence of equality."

"But how is it possible for one man to have a proper respect for another, without some feeling of inferiority on his part? Without this, society must become a perfect bear-garden, and the intercourse between people essentially vulgar and indistinguishable," said Mr. Barham.

"That does not necessarily follow; nay, it does not follow at all. Surely, Mr. Barham, you cannot

believe that courtesy, respect, and a due regard to the claims and feelings of others, cannot be maintained without a sense of inferiority on one part, and of superiority on the other. Is there no such sentiment in the human mind as that of veneration for superior virtue or talents; no kindly feeling of one fellow-being for another, that he should require a man to be called a lord, and to possess privileges of which he is denied a share, before he can properly respect him? If you come to the other sex, is there not beauty, virtue, the natural desire to please, and the universal passion of love, to ensure them due tenderness and consideration, without their being called ladies? So far indeed as I am acquainted with the countries where these distinctions of rank prevail, that respect which the sacred institution of marriage requires from man to woman, and from woman to man, is not the most striking feature in the character of the higher ranks."

"But really now, Colonel Dangerfield, you have travelled, and seen the world; do you think it possible to introduce equality into England, without overturning every thing venerable and sacred there?"

"I don't know exactly what you mean, Mr. Barham, by every thing venerable and sacred. If you mean abuses that have grown sacred by long prescription; follies consecrated by time, and institutions that have become venerable, like ruined edifices, because they no longer answer the end of their creation; if you refer to these, I don't believe that they can or will survive the adoption of a single feature in the system of equality. I admit the difficulty and danger of abolishing the distinction of ranks in countries where it has long prevailed; where every step and stage in life is graduated by the ladder of precedence; and where the people, from education and long habit, have lost all other criterion of respect or reverence, but that of mere rank and title. Here, however, in this country it is quite different; habit and education have prepared them to estimate other claims; and though they may still retain some vestiges of the ancient delusion in respect to these things, there is nothing on the face of the earth which they would so soon resist as a person who should come and demand as a right any privilege or precedence, merely on the score of his title."

"Very well, very well, sir, but you will yet live to see the futility of these notions, that all men are equally wise, equally virtuous, equally brave; and that therefore they must of necessity be made equally rich, equally honorable, and equally in all respects to their rulers."

"Why do you not add, equally tall, equally fat, equally strong, and equally active?" asked the colonel, smiling at this absurd view of equality, which is either ignorantly or wilfully made to represent the rational system of this country. "My dear sir, our policy is not founded on the complete overthrow, but the establishment of the system of Providence, which hath ordained that there shall ever subsist a difference in the activity and capacity of mankind, as well as in the opportunity, and the results of their exercise. Everybody knows that it is impossible to regulate the consequences of all these, and that one will be wiser, richer and happier than another, in spite of all laws to make them equal; and in defiance of all efforts to regulate their course of action. Such is not our absurd system of equality, which consists simply in an equality of social and civil rights, granted and guaranteed by the laws, over which we ourselves have a control, each in his primitive character of a citizen; a portion of the government. There is not here, as in many, I may say in all parts of the old world, one law for the king, another for the noble; one law for the noble, another for the commoner; one law for the freeholder, another for the copyholder; one law for the bishop, another for his curate. No, sir; all the people are peers to each other; peers of the Republic; and you might as well assert that because every member of your House of Lords is the peer of the others, that therefore, they must all be equally wise, rich and noble; that there can be no distinction between them; that the idiot lawgiver must be held every where and at all times equal to the wisest; the poorest as rich as the Marquis of Stafford; and that among the nobles of England nothing but beastly familiarity and rank vulgarity can possibly prevail in their intercourse with each other."

TALES OF GLAUBER SPA, by several American Authors, is the title of a work, in two volumes, now in press, by the Harpers, some loose sheets of which we have read and were much delighted with. The history of this publication has something so strange

and mysterious about it, that we cannot help dropping a word to our readers, in anticipation of its appearance. The particulars, as they have leaked out, stand thus. It seems one Sharon Clapp, who "has lived at Sheepneck since he was a boy," became embarrassed when he entered into those expensive improvements which have since given the place so much celebrity, under the fashionable name of "Glauber Spa;" and when a literary coterie, which seems to have passed the last summer there very pleasantly, was broken up at the close of the season, Sharon seized upon and appropriated a quantity of MS. papers which the party by some carelessness had left behind them in the reading room. These Mr. Clapp determined to turn to some account; and "having," to use his own words, "heard that the Misters Harpers printed all the books, at their store in York city," he proposed terms to these worthy publishers, and succeeded in making an arrangement with them to their mutual satisfaction and advantage. These facts took wind some time since, and are now whispered about so generally, in "literary circles," that we should not be surprised if the publishers should feel themselves compelled to state them frankly to the public, in an advertisement to the publication, and throw themselves entirely upon their generosity for having, not by the most legitimate means, (we beg Mr. Clapp's pardon,) come into possession of the work. The individuals whose literary property has been thus unceremoniously appropriated by others, are Miss Sedgwick, a New England lady, Mr. Verplanck, a member of Congress, Mr. Paulding, the Navy Agent, Mr. Bryant, formerly a Massachusetts barrister, and Messrs. Sands and Legget, two gentlemen of this city, names, which, taken together, coincide most singularly with those of some distinguished native writers, who have been before similarly associated in the production of "the Talisman," or individually occupied in other excellent works. As we presume, however, that such a liberty would hardly have been taken with them, as to publish their writings without their knowledge, we can only regard the adoption of their names here, as a ruse of Mr. Clapp, to gain celebrity for the watering-place, in which he is so much interested. And here, assuring our readers that this is all we at present know of the matter, we conclude this somewhat unsatisfactory paragraph with the titles of the tales contained in Mr. Sharon Clapp's budget, which are as follows: vol. 1.—Le Bossu; Childs Roeliff's Pilgrimage; The Skeleton Cave; Medfield. Vol. 2.—The Block House; Mr. Green; Selim; Boyuca.

We mentioned among our last Saturday's literary notices, that a new Magazine was projecting in this city; and we are now happy to state, that the undertaking is so far matured, that one of our most enterprising publishers has ventured upon putting forth the prospectus, which, with the introductory address, is here brought forward from the advertising columns, where it first appeared yesterday:—

Address.—The question is frequently asked, "why has New York but one literary periodical and no Quarterly Review or Monthly Magazine?" The answer, invariably the same, we need not say is one not the most creditable to our townsmen. And yet he who turns to the loaded shelves and thriving establishments of our leading publishers, will have little cause to believe that want either of literary taste or liberal occasions the deficiency; while on the other hand, if he would attribute it to a dearth of ability, there are many well known names, which, like those of Verplanck, Bryant, and Halleck, contrast the supposition the moment it suggests itself. Is it from a want of enterprise then, that we have no Monthly Miscellany to represent our literary circles, and occupy the floating talent of the town? The repeated attempts and repeated failures in trying on a Magazine here, are to this a sufficient reply. Where then does the fault lie? That question we can only answer by asking another. Is not the present a fit time for removing the reproach from every side, and setting the discussion at rest forever?

The undersigned having long meditated establishing a literary and miscellaneous periodical in this city, and having at length made the necessary editorial arrangements, have determined, should their subscription list at all warrant the undertaking, to issue at an early day the first number of a work which they trust will not be long in establishing itself in the confidence and partiality of the public. In that hope they respectfully submit the following Prospectus of a Monthly Magazine,

The work, when fairly established, will consist of Essays, Reviews and Essays, with notices of the Arts, Views of Society at home and abroad; Comments on the fashions and temper of the times; Cleanings from the least accessible foreign publications, and the earliest On-dish in literary, sporting, and fashionable circles. But above all, to reflect life and literature as displayed in this Metropolis, shall be the principal object of THE KNICKERBOCKER, or NEW-YORK MONTHLY MAGAZINE.

Each number will contain 24 quarto pages of letter-press, in double columns, equal to 26 or more pages of the usual size, printed with an entirely new and beautiful type, procured expressly for the work. The paper, of the finest American manufacture, will be of the same quality with that used in the Annuals, and stitched in an elegantly lined cover. The greatest attention in short will be paid to its typographical appearance, while superior Engravings will from time to time ornament and enrich the publication.

Terms of Subscription, Four Dollars per annum, payable on the delivery of the fourth number.

Should the completion of their subscription list barely enable the publishers to commence the Magazine, the contents of the earlier numbers will be one half original and the remainder selected; but should the publication meet with the success that is anticipated, it will gradually assume an entirely original character. The publishers being prepared, if met in their design by the public, to enter the first acknowledged talent in the country, and call out latent ability, at an expenditure hitherto unpractised on this side of the Atlantic. They must meet with countenance themselves, however, before they can venture to bestow patronage, though perfectly content that all the first profits of the work shall go to improve its character. In the meantime, without mentioning the names of the able contributors who have courteously pledged their aid, they feel warranted in stating that arrangements have been made, which will enable them to commence their undertaking, under every auspice the most favorable.

PEABODY & CO. 219 Broadway, New-York.

Here, then, is to be one more attempt made to establish a monthly literary periodical in New-York; and a month or two will decide, whether as yet the city which, with some justice, arrogates to herself the title of "the London of the West," can support one such publication, while Boston and Philadelphia each sustain three. It would be bootless here to investigate the causes of failure upon previous occasions. The first talent of the town has been before enlisted with no effect, in an attempt like that which is now proposed; and they who are concerned in the present undertaking, did they invite comparison with former literary efforts, would have reason to tremble for the success of those now meditated: for many of the names that shone upon the pages of the Atlantic Magazine can only, among native writers, be outtried by themselves, when, with all the lustre of matured talent and confirmed reputation, they shall brighten the leaves of its successor. But, though others should venture to try the ground from which the author of Thanatopsis and Marco Bozzaris, with similar "Stalwart souls of might," have retired, it does not necessarily follow that the attempt is either rash or presumptuous. The town has in many respects changed its humor in the years that have elapsed since the distinguished ability with which Messrs. Sands, Anderson, and Bryant, and their coadjutors, edified and enlivened it in their Magazine, was thrown away upon a frigid public. We may err, but we do think that latterly there has been a New-York feeling—a sort of esprit du corps growing up among us, like that which gives the Philadelphian and Bostonian a pride and active interest in everything which concerns the city in which he lives. We have not, as yet, to be sure, any water-works, or granite market, to be a constant source of self-gratulation to us; but we watch with municipal complacency the various architectural improvements of the city. We begin to be sensitive about the swinish scavengers which make our streets a by-word elsewhere;—and even nurse up a few names to give as those of our own great men, when these other more zealous oppidans would overwhelm us with a long catalogue of theirs. We have, in short, a nascent pride of citizenship as New Yorkers, widely distinct from a narrow cockney spirit, and which if duly fostered and properly trained may, when at maturity, produce wholesome fruits. To this sentiment, "The Knickerbocker" must owe much of its patronage; and to "The Knickerbocker," this sentiment may be much indebted for a proper direction, and early and beneficial results. But there is another claim which a work of this kind originating here will have upon public patronage. Being open to the contributions of talent generally, provided

they are not political, and are presented in a compact and animated form, it will gradually enlist the countenance of strangers in all parts of the Union, who would naturally look hitherward for the mart of information as well as that of business. A large accession of patronage in the first instance would, therefore, by enabling the publisher to command first rate ability, at once establish a work which is much needed, and might then readily be made both an ornament and a credit to New York. In the meantime, they who have launched on this enterprise can only spread their canvass according to the breeze of favor that may rise to fill it: and for one of them, we think we may undertake to answer, that if after a few voyages the freight become too valuable to be entrusted to his unskilfulness, he will readily surrender the helm to abler hands.

Adam Waldie, of Philadelphia, has commenced the publication of a new periodical, to be "entitled the *Select Circulating Library*, containing as much as fifty volumes, for Five Dollars." The object of the publisher is, to print in the form of a newspaper, on a quarto sheet, select novels, memoirs, tales, travels, sketches, biography, &c. each sheet to fill 16 pages of closely printed matter in triple columns. Sheets of this description, he says, can be sent by mail for 2 1/2 cents a number, which he thinks will bring the work to subscribers at a very low rate.—[Daily Adv.]

NEW TRAGEDY.—The Philadelphia papers speak in warm terms of the tragedy of "Oralooa," written by Dr. Bird, the author of the *Gladiator*, and produced by Mr. Forrest at the Arch street Theatre.

FOREIGN INTELLIGENCE.

We find the following information in the London Morning Chronicle:

"According to advices from Naples of the 10th instant, some active negotiations had been carried on between the American Government and that of the two Sicilies, on the subject of indemnities for losses suffered by the Americans in the reign of Murat. The Sicilian Government, it is said, refuses the payment required. The American frigates *Brandywine* and *Constellation* were at Naples waiting for despatches to be forwarded to Washington."

By the *Henri IV.* from Havre, we have our Paris files to the 11th ult. The political news has been anticipated by arrivals from England.

Mr. Rives, our minister in France, was to embark in the *Sully* on the 1st of October. He has done his country good service abroad, and will be cordially welcomed home again.

From Liverpool we have papers of Saturday, 15th ult., and London papers of the same date, by packet ship *New York*. "According to a mercantile circular of the 15th September, the reduction in the stock of Cotton was equal to 50,000 bales, as compared with the same period of the preceding year, though the importation for the year from the United States was already 550,000 bags. Considerable speculation was in consequence indulged, and higher prices anticipated."

NEW CUSTOMS' DUTY ACT.—The following is a list of foreign goods allowed by the commissioners of Customs to be shipped as stores, from the bonded warehouse free of duty, under the act of parliament passed last session, viz:—

Tobacco, 1.2 oz. or coffee 1 1/2 oz. cocoa 1 oz. per day for every person on board.

Wine, one pint per day for the master, each mate, and each passenger.

Spirits—Brandy, Geneva, Rum (British plantation) half a pint for each person on board. The last to be in proportion of one half of the whole quantity of spirits shipped, and no spirits to be shipped in less than the legal sized package (viz. brandy and Geneva 50 gallons, and rum 20 gallons.)

Raw sugar and molasses (together or separate,) 2 oz. per day for each person on board.

Dried fruits, 2 lbs. per week for each person on board. Rice ditto.

Foreign salt provisions, the allowance of which has excited great attention, appear to be suspended for the present.

SUMMARY.

The *Westchester Herald* of the 16th inst., says:—"We are highly gratified to learn, by a letter received in this village, from the Secretary of War, that our distinguished fellow citizen, the Hon. William Jay, of Bedford, has been appointed by the President of the United States, one of the Commissioners "to adjust all unsettled matters with the Western Indians." To this Commission, we understand, is entrusted the important object of investigating and reporting upon the proposition of Government for establishing the Indians upon a tract of country provided for them west of the Mississippi—and for the especial purpose of adjusting the long agitated Cherokee Question. The gentlemen composing this Commission are requested to repair immediately to Fort Gibson, in the Territory of Arkansas."

[From the Rock Spring (Illinois) Baptist.]

BLACK HAWK.—This distinguished fellow who has kept our frontiers in a constant state of alarm, and caused the massacre of many families and a great destruction of property, is now a prisoner in irons at Jefferson Barracks, below St. Louis. The prophet, two of Mr. Hawk's sons, and nine other braves are in company,—kept as hostages for the good behaviour of the remnant of their band, which have escaped the ravages of war. His *Hawk-ship* was followed and surprised by a party of Winnebagoes, who appear to have pursued the Swiss policy—fighting where they can get the best pay—and captured with about 50 followers, the fragments of his army. He is said to be accessible to visitors, who may have curiosity to see him, from the hours of nine to twelve. His age, by those who have long known him, is said to be about 48, though from the "toils of war," and his present dejected and humiliated state, he is represented to have the appearance of a man of 60 or 70 years.

We are knowing to some curious and highly romantic incidents in the life of this cunning and desperate "Brave," one of which is a love affair, of a highly wrought character. He had fixed his affections some years since on a highly respectable white lady, to whose friends he made repeated, and what he no doubt thought to be, honorable proposals, such as droves of valuable Indian ponies and other plunder, which of course were not accepted as terms of negotiation,—much to the mortification of the gallant Mr. Hawk. One of his sons was the young Indian that fell in love with and captured the *Misses Halls*, after inhumanly murdering their family, and reserved a lock of hair. These and other incidents would furnish ample materials in the hands of a Cooper, a Flint, a Brown, or a Hall, for a high wrought novel. Why would not Judge Hall, who riots in "legends," give the world two neat volumes with Black Hawk for the theme?

"We are pleased to learn that Mr. Hughes' (the sculptor) Monument of the late Bishop Hobart is completed, and will be immediately put up in the place appropriated for it, in the chancel, under the great west window of Trinity Church. The figure of the Bishop is represented as supported on a Roman couch, and in the act of falling backward, while a figure representing Faith upholds him with one arm, and with the other points to the cross, which is shown surrounded by a hat in the background. The group is in alto relievo, and the head of the Bishop is considered a most excellent likeness. The situation and light are as fine as an artist could desire; and we understand that some alterations will be made in the arrangement of the pulpit and chancel to render the group visible to the whole congregation.—[Evening Post]

NEW-ORLEANS, Sept. 29.—The subscription books to the Union Bank were closed on Tuesday last, with a subscription, it is stated, amounting to \$12,000,000 for the county. A considerable amount of the bonds, we understand, have been sold at a premium of six and a half per cent. which, it is said, yields an immense profit to the Bank, and leaves but little doubt, if its credit is well managed, of the balance obtaining a much greater premium.

Pick-Pocket.—On the person of one of the pick-pockets, named Thomas Smith, arrested by Blayne Friday night at the Chesnut street Theatre, was found the pocket book of Mr. Richie, a merchant of this city, who had missed it in the saloon a few minutes previous, containing 125 dollars in cash, and upon a hearing before the Recorder, he was committed for trial at the next court.

CHOLERA IN OHIO.—Three new cases, all terminating fatally, were reported on the 10th inst. at Cincinnati. The *Zanesville Republican* of 13th inst. says:—"It is our disagreeable duty to announce that this pestilence has reached our state. Several deaths have occurred at Cleveland, and along the line of the Canal, as far south, it is stated, as Dresden."

Fire.—A distressing fire broke out on the 9th instant, at Bath, Me. in the large three story building belonging to Mr. Charles Clapp, which, with an adjoining store, was entirely consumed. The upper stories of the building were occupied by four families, who had only time to escape, leaving their all behind. Mr. Joel Whitney, aged 60 years, being unable to escape, was burned to death. A large amount of property, consisting of goods and timber, was also destroyed.

Accident.—The third floor of a store on Spear's wharf, in Baltimore, occupied by Mr. Henry White, gave way on Tuesday afternoon, and transferred its contents, consisting of large quantities of grain, to the floor below. The front wall was carried away, but fortunately no person was injured.

Robbery.—The office of M. Le Ray de Chaumont, at Le Rayville, Jefferson county, was broken into on Tuesday night last, and robbed of bills and silver to the amount of \$1100.

Wheeling Bank Robbery.—The Hagerstown Press of Wednesday contains a report, that "the robbers were detected in the following manner—The Cashier and others belonging to the Bank, in searching for some traces to discover the depredators, discovered a stump of candle, around which was wrapped a small piece of paper, having on it the name of a merchant of Wheeling, to whom they immediately went and inquired whether he had sold any candles on the night the Bank was robbed, and to whom he had sold them? The merchant told them that he had sold candles to a negro boy belonging to a certain tavern in the town, whither they proceeded, and, on inquiry, learned that the candles had been bought for some gentlemen who were then up stairs. They went up stairs and found the gentlemen busily engaged in dividing the spoils."

[From the Troy Sentinel.]

FATAL ACCIDENTS.—On Thursday evening, the 11th instant, two men were drowned in the river opposite this city; John Jacobs, a sailor on board the sloop *Ganges*, Captain Wheeler, and a native of Holland, recently arrived in this country from England, and Daniel Van Natter, of this city. We understand the deceased, with others, were in a small boat belonging to the *Ganges*, which the present freshet in the river swept with such violence against a canal boat which it casually encountered, that the unfortunate individuals above named were precipitated into the water, and before they could be rescued, the current swept them under the bottom of the large boat.

On Friday, Mr. Daniel Ware who, as we learn, had recently removed from Poultney, Vermont, and was returning thither on business, took passage for the north in the canal-boat *Fair Trader*. When the boat was about starting, Mr. Ware took a setting-pole to aid in shoving her from the dock; and in his efforts for this purpose, the pole slipped from the dock, Mr. Ware lost his balance, fell into the river, and sunk before assistance could reach him.

Remarkable Death.—The Boston *Galaxy* of Saturday contains the statement subjoined, with an avowment of the editor that the deceased was personally known to him—had always been a man of temperate habits, and at the time the accident happened, was in perfect health.

As Mr. Artemas Hemmingsway, of Pepperell, Mass. on Friday morning, October 5th, was dipping some new cider out of the vat, he was stung by a yellow wasp on the middle joint of the 2d finger of his right hand. He cried out immediately that he was in great pain, and a person who was near came up and extracted the sting from the wound. His anguish increased so much, however, that he was obliged to be led to his house, at a distance of not more than ten rods from the spot, where the accident happened. As soon as he reached home he threw himself on his bed, unable to support himself, appearing to have no local pain, but complained of a universal distress, as he expressed it. There was neither sickness at the stomach nor spasms of any kind. He complained of an uneasiness in the bowels for a few moments, and soon after, his countenance became livid, and he sunk into a state of insensibility, and expired in less than twenty minutes from the time he was stung. A physician was instantly sent for, and arrived in about an hour after Mr. H.'s death, when

the body was found to be in such a state as made it inexpedient to examine it.

Piracy and Robbery.—The Salem Commercial Advertiser of Saturday furnishes the following statement from Captain Butman, of the brig Mexican, which sailed from Salem a few weeks since for India, and returned on Friday, having been robbed by pirates:—

On the 30th Sept. in lat. 33 N., long 34 1/2, at 11.3 A. M. was boarded by the crew of a schooner of about 150 tons, painted black, with a narrow white streak, a large head, with a horn of plenty painted white, large main-top-mast but no yards or sails upon it, mast raked very much, mainsail very square at the head; sails made with split cloth, and all new: had two long brass twelve pounders, and a large gun on a pivot amidships, and about seventy men, who appeared to be chiefly Spaniards and mulattoes.

As they came on board they instantly demanded money, and drew their knives and threatened us with instant death if it was not instantly produced. When they had got it all upon deck, hailed the schooner and they got out their launch and came and took it on board the schooner, viz., ten boxes containing 20,000 dollars; then returned to the brig again, drove all the crew into the fore-castle, ransacked the cabin, overhauling all the chests, trunks, &c., and rifled my pockets, taking my watch and three doubloons which I had previously put there for safety: robbed the mate of his watch and two hundred dollars specie, still insisting that there was more money in the hold.

Being answered in the negative, they beat me severely over the back, said that they knew there was more, that they should search for it, and if they found any they would cut all our throats. They continued searching about in every part of the vessel for some time longer, but not finding any more specie, they took two coils of rigging, a side of leather and some other articles, and went on board the schooner, probably to consult what to do with us—for in eight or ten minutes they came back, apparently in great haste, shut us all below, fastened up the companion-way, fore-scuttle, and after hatch-way, stove our compasses to pieces in the binnacle, cut away tiller-ropes, halliards, braces, and most of our running rigging, cut our sails badly, took a tub of tarred rope yarn and what combustibles they could find about deck, put them in the cambouse-house, and set them on fire; then left us, taking with them our boat and colors.

When they got along side of the schooner they scuttled our boat, took in their own, and made sail, steering to the Eastward. As soon as they left us we got up out of the cabin scuttle, which they had neglected to secure, and extinguished the fire, which in a few minutes more would have reached the main-sail and set our masts on fire. Soon after we saw a ship to the leeward, steering to the S. E., the schooner being in pursuit, but did not overtake her whilst she was in sight of us.

In the Supreme Court yesterday, before Chief Justice Jones, an action was tried of the Mayor &c. of New York, plaintiff, vs. Joseph Jackson, a pawnbroker, to recover the penalty of \$100, for taking more than the legal rate of interest. It appeared in evidence that a negro woman pawned two articles, one a breast pin, for 25 cents, and a bed spread for 37 1/2 cents; and that when they were redeemed, the defendant charged \$1.25, (the rate of interest allowed by law being 25 cents per annum for sums under \$25.) She objected to the charge but he insisted on that sum, and it was paid. The articles remained in pledge less than a year. The son of the defendant, John Jackson, swore that only 75 cents were received on the redemption of the articles; but it appears that the Jury believed the negro woman's testimony, and they have a verdict against Jackson for the amount of the penalty.—[Standard.]

The Coroner was called yesterday to view the body of an unknown man found in the river near Harlem Bridge. He had on a blue cloth coat, vest and pantaloons; white shirt and Wellington boots.—This man was seen on Saturday last strolling about the village, apparently in a deranged state of mind. It is presumed, from papers found upon his person, that his name is Joseph Smith. The body may be seen at Bellevue.

New Orleans, October 1.—During the night of Saturday to Sunday, we experienced a sudden change in the weather, and since yesterday morning we have had a dry and cold north winter, which has already dried up the paved streets and driven away the humidity which was felt in the interior of

houses. This change may prove fatal to many who are sick, but if it should continue for a few days, it is probable that it will be of great benefit to the general health of the city.

The Report of Intermittents during the last week amount to 110 of all classes and colors; amongst which many children, several slaves, and a number of intemperate laborers. Nevertheless, we are compelled to say, that for many years, at the same season of the year, we have not seen the city as sickly as it is at present.

Afflicting.—Sunday afternoon, between five and six o'clock, as Miss Margaretta Potter, daughter of the late William W. Potter, was returning with another young lady, from the church of the Rev. Mr. Chambers, she was seized with a sensation of faintness, and remarked to her friend, that she felt extremely ill. The young lady addressed, turned towards her companion, and found her in tears. She became momentarily worse; and on reaching the corner of Chestnut and Tenth streets, was assisted into a drug store, hard by. Here a physician of the neighborhood was sent for, who ordered her to be taken instantly home, as her house was near at hand. She was placed in the physician's carriage, in a state of complete exhaustion, but able to comprehend objects in the street. In passing along, she observed her mother who had been sent for, hurrying to the shop whence she had just been removed. She called to Mrs. Potter, in a feeble voice, and this recognition was the last of her life. She was conveyed home, and except the repetition of her mother's name, she never spoke again. In ten minutes, she was a lifeless corpse.—[Phila. Gaz.]

An Adventure at Hampton Beach.—We understand that a backwoodsman with two of his sweethearts lately made a visit to the beautiful and extensive beach in Hampton, New Hampshire, and performed a feat there, which astonished even the old fishermen in the neighborhood. While sauntering about the promontory, known by the name of "Great Bear's Head," one of his fair companions discovered at some little distance from the shore, a considerable splashing in the water, to which she immediately directed the attention of her protector. The man of the hills had heard of monsters of the great deep, and sea serpents, but nothing daunted, he rushed forward, and as the water was not too deep for him to lose his foothold, he soon found himself engaged with an animal of considerable size, which it appeared, had come so near the shore during flood-tide, that it was unable to put to sea when the ebb took place. He finally closed in with the enemy, and seizing him by the tail succeeded in dragging him to the shore, when! lo, and behold! it was pronounced by some fisherman who had come up in the meantime, to be a young shark, about one-fourth grown, and weighing about 60 pounds. Gentle reader, this is no "fish story," its truth can be established by good testimony. What say you to it, intrepid whalemen of Nantucket!—[Boston Atlas.]

[From the Mercantile Advertiser.]

The most exciting topic of conversation now is the elections: we are asked almost every hour in the day when the election in this and that state is held. The following list we believe will be found correct. We recommend our question-asking friends to cut it out of the paper and put it in their pocket-books—then it will be of easy reference at any moment.

Choice of Electors.—The date and mode of choice of Electors of President and Vice President, as at present regulated by the Legislatures of the several States, together with the number of Electors to be chosen by each State, are shown in the following table:

	No. of Votes.	When held.	How elected.
Maine,	10	Nov. 5	Gen. Ticket.
New Hampshire,	7	5	do.
Massachusetts,	14	5	do.
Rhode Island,	4	21	do.
Connecticut,	6	3	do.
Vermont,	7	13	do.
New York,	42	5, 6, 7	do.
New Jersey,	8	5, 6	do.
Pennsylvania,	30	2	do.
Delaware,	3		Legislature
Maryland,	10	12	District.
Virginia,	23	5, 6, 7	Gen. Ticket.
North Carolina,	15	13	do.
South Carolina,	11		Legislature.
Georgia,	11	5	Gen. Ticket.
Kentucky,	15	6	do.
Tennessee,	15	15, 16	do.
Ohio,	21	2	do.
Indiana,	9		do.
Mississippi,	4		do.
Illinois,	6	5	do.
Louisiana,	5	6, 7	do.
Missouri,	4	4	do.
Alabama,	7	12	do.

[From the Illinois Galenian.]

GEN. SCOTT.—Perhaps on no former occasion, has a more arduous and responsible duty been confided to any officer of our Government, than that with which this gentleman has been clothed, in prosecuting to final issue, the savage war upon our borders. And we hesitate not to say, that, in our estimation, a better selection could not have been made. It might suffice, in justification of this assertion, to instance the promptitude of his movements to the scene of action; the ease with which he overcame space, and the facility with which he surmounted all obstacles opposed to the accomplishment of his object. But he had an enemy to encounter far more terrible than Black Hawk and his adherents; an enemy that bid defiance to military powers, and baffled all the schemes of the skilful tactician. That loathsome epidemic, that direful scourge of the Eastern hemisphere, the cholera, invaded his camp. Here was a new foe that had never yet been conquered. Victim after victim fell under its ravages! What was to be done? The General might have retired to some healthy clime where he would have been freed from this pestilence. But, no; whilst his officers and men were falling around him, humanity prompted him to remain and succor a distressed army.

During our stay at Rock Island, the cholera commenced its work of death; and seeing the General almost every day, we had frequent opportunities of witnessing his untiring perseverance in, and constant personal attention to, all the duties appertaining to his official station, the calls of humanity and the best interests of the country.

On the arrival of the companies from Chicago (among whom the cholera had been severe), they were stationed on an island on Rock River, several miles from the Fort, and all communication prohibited by special order. Some of his Aids, on their way to Rock Island, having violated this order (without knowing it was given), were immediately ordered back to Rock River, whilst the General was left alone to perform all their respective duties.—When a soldier was attacked with cholera, he was first to render assistance, by the application of friction to the extremities, in order to attract the fluids from the large internal vessels, to the surface of the body. At the *bake-house* we found him one day giving instructions how to make the most wholesome bread, and on the next day we beheld one of his bakers consigned to the tomb! And if we follow him on, we next find him instructing those employed in the culinary art, so cautious is he about everything that his men eat and drink. And in order to ensure temperance among the soldiers, he issued an order, requiring every man found drunk, to dig a grave!

In his orders he was obliged to be severe, and in their enforcement he was equally rigid. His whole soul seemed to be devoted to the benefit of his army. On one occasion he observed, that his own honor, the duty he owed his country and his fellow-man, required his personal attention at his post, and also the severity of his orders; and if, in attending to his duties, he should be so unfortunate as to lose his life, the Army could get along as well without him; but he could not get along without an Army. Thus, with Roman firmness, and a disinterested devotion of life to his country, has he remained at his post of duty. Such conduct deserves the highest praise; and we feel confident that it will be awarded by a grateful and virtuous community.

Singular Anecdote of a Serpent.—The beautiful Anaconda now exhibiting at Peale's Museum, is perhaps the most gentle of its tribe; and nightly excites great interest by the attachment it evinces to its master, which can only be exceeded by its deep sense of unmerited wrongs—of this latter he has lately given a most striking proof. The other evening a gentleman, either wantonly or for want of thought, struck him with the ferule of his umbrella on the back, making some remarks at the time, and then proceeded to the other end of the room. The serpent became so agitated as to excite its keeper's attention, but still perfectly harmless, appearing to have more the appearance of terror than revenge. After a while the offending party returned, and was again making some remarks, when the anaconda, recognizing his voice, made a spring direct for his ace, which, however, he happily missed, and was then as gentle as ever. What makes the above the more remarkable is, that the animal was blind at the time, from some of the last year's skin obstructing its vision; so that it must have discovered its adversary solely by the sound of his voice.—[New York Traveller.]

The yearly exhibition of the American Institute, at Masonic Hall, is highly gratifying this anniversary, to every one who takes an interest in the flourishing condition of our manufactures; and, notwithstanding the bad weather which has prevailed during the two days the display has been open to the public, the rooms are continually thronged with spectators. The following articles, as we find them enumerated in a morning paper, are among those especially entitled to notice:—

Iron Castings, from Albany, superb, equal to any English.

Buffalo Duffel Blankets, of the most approved fabric.

Cloths and Cassimeres, of the Baltimore factory, various colors—superb.

The striped Cassimeres from Lowell, are among the most perfect woolen manufactures we have ever seen.

Flannels made at Norwich—super excellent, Linen and Cotton Duck from Paterson—super excellent.

Rugs, Carpetings, Oil Cloths, &c—super excellent.

A new musical instrument, called a Seraphino, well worthy of examination.

Piano Fortes, a grand display.

Silver Ware, of splendid workmanship.

Common Earthen Ware, and Stone-Flint Ware—very handsome.

Transfer Varnish, on tables—very pretty specimens.

A handsome display of Chemicals and Perfumery. Stained Glass, splendid—art revived in great perfection.

Edge tools, of superior workmanship.

Pia machine, a very curious invention.

Cocoons raised by Mr. Parmentier, on the Italian Mulberry—are a most beautiful specimen, superior to any ever exhibited.

Stoves and various articles of cast iron.

Dressing of furs, recently brought to great perfection.

Otter and Seal skins exhibited, equal to the best London dressed.

Hemp, representing upwards of 200 tons, by one mill in Lewis county—equal to the best Russian.

Splendid Harness, with mountings of every description.

Several machines, to show great improvements made in cotton spinning, &c.

Specimens of Painting, resembling different woods—more natural and perfect than ever we have before seen.

Scrap tables of exquisite workmanship.

Various specimens of metal Buttons, and other articles manufactured from various metals.

A beautiful Temple of shell work, and various other fancy goods, which our limits will not permit us at this time to notice.

Anniversaries.—The evening of the day on which our annual Convention assembles, is set apart for submitting to the several Societies connected with the Church in this Diocese, the Reports of the proceedings of their respective Boards of Management. On Thursday evening of the present week, the several anniversaries of the Tract Society, Auxiliary Bible and Prayer-Book Society, Education and Missionary Society of the Diocese, and of the Protestant Episcopal Press, were accordingly celebrated; the services were well attended, and we trust the reports and addresses made, have excited a happy interest in the minds of those who were present. The Report of the Education and Missionary Society was read by the Corresponding Secretary, the Rev. Dr. Anthony;—that of the Auxiliary Bible and Common Prayer-Book Society, by Mr. Van Wageningen;—the Report of the Press, by the Rev. W. R. Whittingham;—and the Tract Society's Report, by the Rev. J. V. Van Ingen.

Devotions by the Bishop opened and closed the engagements of the evening; that appropriate hymn, the 25th, being sung before the concluding devotions. Addresses were delivered in behalf of these several institutions by the Rev. Samuel R. Johnson, the Rev. John A. Clark, the Rev. Lewis P. Bayard, and the Rev. Dr. Hawkes.

St. Luke's Church, New-York.—The Rev. John M. Forbes has accepted an invitation from the Vestry of St. Luke's Church, to officiate in that parish during the absence of the Rector, and commenced the discharge of his duties in the parish on the 1st October instant.—[Churchman.]

At the commencement of Rutgers College, New Brunswick, N. J., which took place on Tuesday the 25th of September, the honorary degree of Master of Arts was conferred on William A. Irving, Alexander S. Gunn, and Abraham Mills, of this city.

The honorary degree of Doctor of Medicine was conferred on Doctors Alexander Robertson, and Edgar F. Peck, also of this city; and the degree of Doctor of Divinity, was conferred on the Rev. Jacob Sickles, of Kinderhook, N. Y., the Rev. Robert Wirtter, of Glasgow, (Scotland,) and the Rev. S. S. Schmucker, of Gettysburgh, Pennsylvania.—[Communicated.]

The Episcopal Convention of New Jersey assembled on Thursday the 4th inst. at New Brunswick. The election of Bishop for the Diocese of the State came before that body, and resulted in the choice of the Rev. George Washington Doane, of Boston, Me. The other prominent candidates were Rev. Dr. Delancey of Philadelphia, Rev. Messrs. Ewes and Beasley of New Jersey, and Creighton of New York.

BISHOP FENWICK.—On the 26th September, Bishop Fenwick, of the Catholic Church of Cincinnati, died at Wooster, Ohio. He was a model of pious and unobtrusive Christian zeal and simplicity of manners.

The dissolution of Mrs. Hughes, the estimable wife of the Chargé d'Affaires of the United States in Sweden, is mentioned in the London papers, upon the authority of a letter from Stockholm, dated August 10th. She died of consumption on the 7th of that month.—[Nat. Gazette.]

We understand that Mr. J. Rodgers, the architect who planned the Tremont House, in Boston, is now busily engaged in executing the drawings for the magnificent Hotel, which Mr. Astor is about erecting in this city. There are few New-Yorkers who have not had occasion to luxuriate in the far-famed Tremont House; and when we consider that Mr. Rodgers has had full time to discover all the inconveniences which exist, even in that building, we may confidently anticipate having a public hotel in this city, which shall exceed in beauty and convenience, any establishment of the kind in this country, and be surpassed but by few on the other side of the Atlantic.—[N. Y. Advocate.]

EXTENSIVE BANK ROBBERY.—An advertisement in the Baltimore Patriot states that the office of the North Western Bank of Virginia was entered on the night of the 2d inst. and from \$60,000 to \$70,000 in bank notes stolen; about twenty-five thousand in notes of the United States Bank, the remainder principally in notes of the Banks in the neighborhood of Wheeling. A reward of \$5000 is offered for the apprehension of the robber and the recovery of the money.

BANK ROBBERY.—Two men have been taken up at Wheeling, on suspicion of robbing the Bank at that place—and a letter from Pittsburgh mentions that one of the robbers had been taken.

Governor Lumpkin, of Georgia, has announced by Proclamation, that the drawing of the Cherokee lands and gold mines, by Lottery, will commence on the 22d of October.

Fire.—About 4 o'clock yesterday morning the large six story stone Factory belonging to Benjamin Clapp, Esq. situated in Fishkill, village of Franklinville, Dutchess county, was discovered to be on fire and in less than 2 hours it was entirely consumed together with all the stock and machinery. The 3 lower stories were occupied by Mr. Clapp as a saw mill and Mr. J. C. Smith as a machine shop, the 3 upper stories by Levi Cook & Co. as a comb factory. Mr. Clapp's loss is estimated at \$8,000, insured \$4,000. Mr. Smith's \$2000, no insurance. Levi Cook & Co. \$10,000, insured \$7,000. The fire is supposed to have originated in the saw mill or machine shop. By this fire upwards of 100 hands are thrown out of employment.—[Cour. and Enq.]

OUTRAGEOUS.—The ship Eliza Plummer, which we noticed as being on shore at the Sandbores, was set fire to some days since and burnt. It is presumed that the person or persons by whom it was done, took this expeditious method of getting out the balance of cargo in the hold and the copper on the bottom. A reward has been offered for the discovery of the offenders by Oliver O'Hara, British Vice Consul, and should they be discovered we trust that the law will do its office. We hope this for the sake of the community. If such offenders are per-

mitted to pass unpunished, we shall be set down as a parcel of thieves and robbers.—[Mobile pa.]

Drowning.—We exceedingly regret being obliged to announce that Mr. Isaac Jeffries, pilot of the steamboat William Penn, (and brother to the amiable Captain of that boat,) accidentally slipped from the gang-plank in attempting to go on board between ten and eleven o'clock last night, and was drowned.

Mr. Jeffries was highly esteemed by his acquaintances, and is the second pilot the William Penn has lost this season; Mr. Robert Fellers, the former pilot, having perished a few months since in the same way.—[Philadelphia Chronicle.]

Natural Curiosity.—Isaac Simon, an Indian of the Mashpee tribe is becoming white. He is about sixty five years of age, and we understand was born of parents who had no mixture of white or African blood.—He was as dark colored as any of his tribe till about three years ago, when several small spots of white appeared on his legs and arms. These have since extended and now cover a large part of his body. The spots are of a pallid white without any tinge of red. He enjoys good health; the change of his color was not attended with a sensible disease.—[Barnstable Journal.]

An inquest was held on the 1st inst. by Gerrit Lansing, junr. on the body of Joseph P. Dodge, Verdict of the Jury that he came to his death by accidental drowning in the lock at the State Basin on the evening of the first of October. He was a man of 25 or 30 years of age, about 5 feet 6 or 7 inches high and light complexion. He had informed one of the witnesses a few days since, that he had a father and sister living either in the Town of Middlebury or Burlington Vt. the witness could not recollect which—he had a brother living in the state of Ohio some 6 or 7 years since, a merchant, and the witness understood Mr. Dodge to have said that his brother had returned to Vermont.—[Albany Daily Advertiser.]

Accident.—One of the hands on board the steamboat Emerald, had his leg taken off by the stern line, as the boat was backing off, at the hour of starting, from Race street wharf, to-day. He accidentally stepped into a coil of the line, as it lay upon the dock, with one end fast to the cat-head, and the other to the wharf-post.—At this moment the engine was set in motion, and by surging the line taut, suddenly amputated the limb below the knee.—[Philadelphia Chronicle.]

Melancholy Affair.—We understand that Mr. Bentley Coe, of Milton, Ulster county, in the act of firing a small cannon last Saturday, as the North America passed, was instantly killed by the bursting of the cannon.—[Poughkeepsie Journal.]

Marching to the grave of a soldier, buried with the honors of war, the troops move to the solemn sounds of 'Roslin Castle' or the 'Death March.' Returning, they play 'Yankee Doodle,' or 'So went the merry man home to his grave. So in our cities. The Pestilence cloud has passed over, and right on the track of the Death Cart, at Montreal, comes a grand Masquerade at the Theatre. In New-York, all is frolic and fun—on the Stage; and in Philadelphia, Mr. Hackett, at Arch-street, is dashing as Col. Nimrod Wildfire;—while at the Chestnut-street, Mr. Rice is exciting laughter as Jim Crow. Tears and smiles, Cholera or no Cholera, the world will roll on much after the old fashion.—[Village Record.]

New-York Post-Office.—It is stated that the receipts of the Post-Office in this city for the year ending September 30, 1832, amounted to \$144,769 27. In the whole State, \$312,018 93.

The Boston Traveller says, a lad in Gill, (Mass.) named Cannon, has made a printing-press and type, and issued a paper 2 1/2 inches in length, and 2 in breadth! He has also published a book of 27 pages, called 'A Treatise on a Dog,' ornamented with a cut, carved by himself. He advertises two lines for a cent. There is no other printing-office in the town.

YELLOW FEVER AT NEW ORLEANS.—We regret to observe by the New Orleans papers, that this dreadful disease has again made its appearance in that city. The Argus says "we are sorry that it has become our duty to state that our city within the last few days has become very sickly. There is no longer any doubt that the Yellow Fever is prevailing in our city, to a considerable extent, and that some Creoles and acclimated persons have been attacked. We would consequently advise prudence of conduct on the part of those who are here, and all our absent friends should delay returning for some time. As the season is far advanced, we may reasonably hope that the sickness will not be of long duration."

It is with unfeigned satisfaction we publish the annexed letter from the Secretary of War to Gen. Scott. He has well merited such a testimony of approbation:—

DEPARTMENT OF WAR, Oct. 11, 1832.
Sir: I have received the reports of the Commissioners, together with the treaties of cession negotiated with the Sac and Fox, and with the Winnebago Indians.

These treaties are very satisfactory, and I am happy to find that the interest of the Government, and the security of the frontier, have been carefully kept in view by the Commissioners, and in a spirit of proper liberality toward the Indians.

Allow me to congratulate you upon this fortunate consummation of your arduous duties, and to express my entire approbation of the whole course of your proceedings, during a series of difficulties, requiring higher moral courage, than the operations of an active campaign under ordinary circumstances.

Very respectfully, I have the honor to be, Your obedient servant,
LEWIS CASS.

Major General Winfield Scott,
Commanding East Department, New York.

List of officers attached to the U. S. ship St. Louis, now lying at Quarantine, to sail first fair wind:
John T. Newton, Esq., Commander.

Lieutenants—Chas. E. Crowley, 1st; Joel Abbot, 2d; Chas. T. Platt, 3d; Edw. C. Rutledge, 4th; John Pope, 5th; Geo. Izard, 6th; Lloyd B. Newel, 7th.

Surgeon—Augustus A. Adee.
Purser—Grenville C. Cooper.

Acting Master—H. M. Houston.
Assistant Surgeon—Lewis Wolfey.

Passed Midshipman—Melancton Smith.
Schoolmaster—W. Kinney.

Midshipmen—L. P. Higbee, J. J. White, Chas. G. Ridgley, H. H. Stockton, B. F. Sands, A. L. Case, J. G. Todd, F. B. Renshaw, C. J. Bush, J. Hall, T. M. Mix, M. Hunt, F. Oakes, J. Garrison, J. N. Maffitt, and W. E. Newton.

Captain's Clerk—J. J. Newton.
Boatswain—John Ball.

Gunner—Francis Gardner.
Carpenter—Elliott Green.

Sailmaker—William Ryan.
Purser's Steward—A. A. Patterson.

Passengers—A. M. D. Jackson, Purser; Ezra T. Doughty, and S. C. Rowan, Passed Midshipmen; R. Deacon, C. H. Cotton, C. Robinson and E. Hutter, Midshipmen.

Arrest of a supposed Pirate.—A man, believed to have been one of the crew of the sloop *Ajax*, which was robbed and sunk near Mobile some months since, was arrested in this city on Friday, and is now in prison. The *Ajax*, it will be recollected, was commanded by Captain Fishew, of this port, and when pirated, was on her passage from Mexico for Mobile, we believe. She had on board about 20,000 dollars in specie, and one or two passengers, who, with the captain and the mate, it is believed, were murdered. Several persons have been arrested in Florida and Louisiana, suspected of being concerned in this act; but, for want of proof, some of them were discharged, and it is not unlikely may have found their way to this city. The man now in custody was recognized at a sailors' boarding-house in Water-street, by two seamen who knew of his being one of the crew of the *Ajax*; and it is through their information that the Police got possession of him. In his possession was a watch, with a certificate, as cleaned for Capt. Fishew, and a spy-glass known to have been the property of Capt. T. The prisoner is about 22 to 24 years old, named Charles Read. He has boarded some months at the house where he was taken, and it is said has uniformly expressed a fear to be left alone in a room. He has thus far declined to give any satisfactory account of himself to the Police, and says he purchased the articles found upon him at Savannah.—[Mercantile Adv.]

Extract of a letter dated "Macon, 3d October, 1832."
"HOMICIDE.—Mr. Thomas M. Ellis, proprietor of the Bank of Macon, was shot in the street yesterday morning, and died in about five hours after. The quarrel ensued, we understand, in consequence of Mr. Ellis's obstinacy in refusing to show the books and acts of the bank."

We understand that Mr. Ellis was shot by a person of the name of Byron; that a quarrel had taken place between the parties, and that both had pistols, and fired about the same time, Ellis without effect.—[Augusta (Geo.) Chronicle.]

A Remarkable fact.—There are 200 men, white and colored, who have been employed at the differ-

ent fisheries between Sewell's Point and Cape Henry, for a month past, and constantly exposed to the heat of the sun, the drenching of the rain, and the night dews; who are at least half their time immersed in the middle in salt water, and undergo great bodily fatigue; and who abstain from liquor only when it is not to be had for love or money;—yet not one of them has been attacked by the Cholera.—[Norfolk Herald.]

The Salem Gazette furnishes the following table of votes given for President and Vice President at the elections since Washington's retirement.

1796. President—Adams 71, Jefferson 68. Vice President—T. Pinckney 58, A. Burr 50.

1800. President—Jefferson 73, Adams 64. Vice President—A. Burr 73, T. Pinckney 58.

1804. President—Jefferson 163, C. C. Pinckney 14. Vice President—G. Clinton 162, Rufus King 14.

1808. President—Madison 152, C. C. Pinckney 47. Vice President—G. Clinton 118, Rufus King 47.

1812. President—Madison 127, De Witt Clinton 89. Vice President—E. Gerry 128, Ingersoll 58.

1816. President—Monroe 183, Rufus King 34. Vice President—Tompkins 113, opposition scattering.

1820. President—Monroe 218, no opposition except one vote given from N. w. Hampshire. Vice President—Tompkins 212, opposition divided.

1824. President—Andrew Jackson 99, J. Q. Adams 84, Wm. H. Crawford 41, Henry Clay 37.

1828. President—Andrew Jackson 178, J. Q. Adams, 83. Vice President—J. C. Calhoun 173, Richard Rush 83.

POETRY.

[For the New-York American.]

LOVE.

Eque sagittiferâ promittit vota pharetrâ
Diversorum opum: fugat hoc, facit ille amorem.
Quod facit, aurum est, et cuspide fulget acutâ:
Quod fugat, obtusum est, et habet sub arundine plumbum.

Ovid.

Sly Cupid of old
Had two arrows 'tis said;
One pointed with gold,
The other with lead:

The bright arrows wound
Kindled love in the heart,
But the other's was found
Hate alone to impart.

'Tis said by some swains
Who have tried the boy's skill,
That his quiver contains
The same arrows still:

That the unguided dart
Only makes woman cold;
But love thrills her heart
From an arrow of gold.—W.

[From a Montreal paper.]

The following unpublished Boat Glee, or Rowers' Song, has lately, and somewhat accidentally, fallen in our way. It is from the pen of our old and esteemed poetical correspondent and friend, J. H. Willis, of Quebec, and has been, we understand, most spiritedly and beautifully set to music by S. Codman, Esq. of the latter city, a gentleman whose known and acknowledged high professional ability is beyond any eulogium of ours. It was jointly produced by the above gentlemen for one of the many Boat Clubs in existence during the previous summer, when Regattas and aquatics of all kinds were so much "the go" with the "fancy" of the Canadian Capitol:—

Hark! comrades, hark!—the evening-gun,
(Full away steadily—all pull cheerily)
Booms from the land at set of sun;
(Full away readily—all pull merrily,)
Bend to your oars, for the night-breeze will soon
Ripple the wave to the silvery moon;
Happy we be,
Fearless and free,
Pulling away o'er the moonlit sea.

Full away, boys, with main and might,
(All pull readily—pull, mates, cheerily,)
Looks that we love are here to-night,
(Pull, brothers, steadily—all pull merrily,)
Our boat, like a sea-bird, skims swiftly along,
To the dip of our oars and the chime of our song:
Hearty we be,
Merry and free,
Pulling away o'er the dark blue sea.

Ladies at best hold landmen cheap,
(Full, ladies, readily—all pull merrily,)
Beauty smiles on sons of the deep;
(Full boys steadily—pull away cheerily,)
And beautiful eyes, let them say what they will—
Beam ever brightest on blue jackets still:
Happy are we,
Joyful and free,
Pulling away o'er the heavy sea.

Merrily when we reach the shore,
(Full away readily—all pull merrily,)
Cups we'll drain to the lady of the oar,
(Pull, boys, steadily—pull away cheerily,)
And frolic and fun shall be ours, till we
Are bounding again o'er the dark blue sea:
For happy we be,
And fearless and free,
Pulling our boat o'er the moonlit sea.

THE AMERICAN RAILROAD JOURNAL AND ADVOCATE OF INTERNAL IMPROVEMENTS will hereafter contain extracts from approved works upon the cultivation of The Fine, the raising of Silk, and Agricultural subjects generally, in addition to the former variety of interesting matter. Its leading character, however, will continue as heretofore—that of advocate and promoter of internal communication.

Terms, \$3, to single subscribers, or to companies of ten, \$24 each. It will also be sent to any person at \$3 per volume, who will subscribe for two copies for two years at one time, or remit \$10, always in advance.

POSTMASTERS who are friendly to, and willing to act as Agents for the Journal will be furnished with a prospectus, by writing to the Editor, and will be allowed a fair commission for their services.

THE NEW-YORK AMERICAN is published DAILY at \$10 per annum, and SEMI-WEEKLY at \$4 per annum in advance.

Also, TRI-WEEKLY, containing all the advertising notices, and advertisements of the daily paper, and the only Tri-Weekly paper published in the city of New-York. Terms, \$1 per annum in advance.

Letters, referring to either of the above papers, may be addressed (postage paid) to the Publisher, D. K. MINOR, No. 35 Wall-street, New-York.

TOWNSEND & DUFFEE, Rope Manufacturers, having machinery for making ropes to any required length (without splice), offer to supply full length Ropes for the inclined planes on Rail-roads, at the shortest notice, and deliver them in the City of New-York, if requested. As to the quality of the Ropes, the public are referred to J. B. Jervis, Eng. M. & H. R. R. Co., Albany; or James Archibald, Engineer Hudson & Delaware Canal & R. R. Co., Carbondale, Luzerne County, Pennsylvania.

Palmyra, Wayne County, New-York, 1st mo. 23d, 1833.

RAILROAD IRON.

The subscribers having executed large orders for the Canal Commissioners of Pennsylvania, as well as for several Incorporated Companies, have made such arrangements in England, where one of the Partners now is, as will enable them to import it on the lowest terms. Models and samples of all the different kinds of Rails, Chairs, Pins, Wedges, Spikes, and Splicing Plates, in use, both in this country and Great Britain, will be exhibited. Apply to A. & G. BALSTON, Philadelphia, Sept. 15th, 1832.

They have on hand Railway Iron Bars, viz: 93 tons, of 1 inch by 1 inch—200 do. 1 1/2 by 1 1/2 inch—135 do. 1 1/2 by 2 inch—500 do. 2 by 2 inch—8 do. 2 1/2 by 1 1/2 inch—in lengths of 15 feet each, with 12 countersunk holes, and the ends cut at an angle of 45 degrees; 300 tons, of 2 1/2 by 1 1/2 inch; with Splicing Plates and Nails, shortly expected.

This Iron will be sold duty free, to State Governments and Incorporated Companies, and the drawback taken in payment.

PATENT, RAIL-ROAD, SHIP AND BOAT SPIKES.

THE TROY IRON & NAIL FACTORY keep constantly for sale a very extensive assortment of Wrought Spikes & Nails, from 3 to 10 inches, manufactured by the subscriber's Patent Machinery, which after five years successful operation and now almost universal use in the United States (as well as England, where the subscriber obtained a Patent,) are found superior to any ever offered in market.

RAIL-ROAD COMPANIES MAY BE SUPPLIED WITH SPIKES having countersunk heads suitable to the holes in the iron rails, to any amount and on short notice. Almost all the Rail-roads now in progress in the United States are fastened with Spikes made at the above named factory—for which purpose they are found invaluable, as their adhesion is more than double any common spikes made by the hammer.

All orders directed to the Agent, Troy, N. Y., will be punctually attended to.
HENRY BURDEN, Agent.
Troy, N. Y., July, 1831.

Spikes are kept for sale, at factory prices, by I. & J. Townsend, Albany, and the principal Iron Merchants in Albany and Troy; J. I. Brower, 223 Water street, New-York; A. M. Jones, Philadelphia; T. Janviers, Baltimore; Degrand & Smith, Boston.

P. S. Rail-road Companies would do well to forward their orders as early as practical, as the subscriber is desirous of extending the manufacturing so as to keep pace with the daily increasing demand for his Spikes.

J33 lam of H. BURDEN.

FALL ARRANGEMENT.

THE PATERSON AND HUDSON RIVER RAILROAD continues in operation from Paterson to Aquackanonk, which is within ten miles of the Ferries at Hoboken and Jersey City, and until further notice, a passenger Car will depart from the Depot at those places daily, (Sundays excepted) at the following times:—

FROM PATERSON.		FROM AQUACKANONK.	
At	8 o'clock, A.M.	At	half past 10 o'clock, A.M.
1/2 before 10	do do	1/2 before 1	do do P.M.
12	do do M.	half past 3	do do do
3	do do P.M.	do	do do do
half past 4	do do	half past 6	do do do or, as soon as the last stage arrives there from N. York.

Parties of twenty or more persons can be accommodated at either of the above hours with a private Car. These villages have become remarkably healthy, and persons who wish to avail themselves of this rapid, delightful and safe mode of travelling, will now have a favorable opportunity afforded to them.

Distance 41 miles, average passage 25 minutes. Fare 18 pence—Children under 12 years half price.

By order: E. B. D. OGDEN, Sec'y.
The Editors of Newspapers who advertise for the Company, will please to insert the above in the place of the former advertisement.
Paterson, October 1, 1832.

INFORMATION WANTED.—Should this notice reach the eye of any old revolutionary soldier who has an knowledge of me, or was with me in the time of the war of the revolution, he will confer an everlasting favor on me, in making it known immediately to me by letter, directed to the Tumbling Shoals Post Office, S. C., as I am extremely poor and unable to labor, and wish to avail myself of the opportunity of drawing a pension from the Government, should I be fortunate in getting the proof that is necessary, and required of applicants.

I enlisted at Henrico Court House, in the State of Virginia, under Capt. Samuel Booker; was transferred and served next under Capt. Wallis; was with Woodford's regiment, then served under Beaufort, and was in his defeat in this State. I was in one engagement on North River under Gen. Wayne. I got badly wounded in Beaufort's defeat; was carried to Camden, and lay two months under the care of Dr. Alexander, and was there discharged. I enlisted for three years or during the war, and served three years.

LEWIS LATTON.

Editors throughout the United States will confer a favor by giving the above a few insertions in their paper.

Sept. 6th. 1832.

MARRIAGES.

MARRIED—On Sunday evening, Oct. 14th, by the Rev. Mr. Hawkes, Mr. Joseph Skillman, Jr. to Miss Mary L. Anderson, daughter of Alexander Anderson, M. D. all of this city.

On Tuesday evening, Oct. 16th, by the Rev. Cyrus Mason, Capt. Edwin Beach, to Miss Eliza W., daughter of the late Capt. John Barry, all of this city.

Last evening, by the Rev. Dr. Wainwright, Richard Ray, Esq. to Miss Mary Rebecca Lloyd, daughter of James Boggs, Esq.

Last evening, October 16, by the Rev. Dr. McElroy, David Ogden, to Ann, daughter of Andrew Foster, Esq.

On Tuesday morning at Hyde Park, by the Rev. Mr. Johnson, Mr. Jared Sparks, of Boston, to Miss Frances Allen, daughter of William Allen, Esq. of Hyde Park.

At Paterson, N. J., on the 10th inst., by the Rev. Dr. Fisher, Mr. James S. Boyd, of Cincinnati, Ohio, to Sarah, daughter of John W. Berry, Esq., of the former place.

DEATHS.

DIED—Monday evening, Mr. Patrick Divine, aged 21. The Richmond, Va. papers are requested to notice this death.

On Monday morning, 15th inst. Anna White, aged 2 years, youngest daughter of Fisher Howe.

Tuesday morning, Oct. 16, of consumption, Mrs. Catharine Boyle, wife Daniel Boyle, in the 20th year of her age.

On 12th inst. at her late residence in this city, Mrs. Sarah Lamberson, relict of D. Lamberson, Esq., late of Jamaica, L. I. in the 62d year of her age.

At St. Andrews, Orange County, on the 13th Oct. Dr. Henry I. Hornsbeck, aged 51.

At New Orleans, on the 27th ult. of Billious Fever, Philander B. Penny, aged 37 years, eldest son of Mr. Samuel Penny of this city.

Obituary.—Died, at Washington, Mississippi, Major JOHN HOLBROOK, Principal of the Collegiate Institution at that place, aged 52 years. Possessing at an early age an uncommon taste for reading, with more than ordinary talents, he left the plough, and, from his industry and perseverance in the pursuit of knowledge, and without any other means of acquiring it, he was soon noticed by Capt. Partridge, Principal of the Literary and Scientific Institution at Norwich, Vt. who invited him to pursue his studies, and at the same time act as Instructor under him. He continued with Capt. Partridge until he closed his establishment at Middletown, Conn. where he acquired a high reputation as a scholar. In 1838, he located himself in Georgetown D. C. ; and in 1839, removed to Washington, Miss. by particular request of the citizens of that place, and opened a Literary and Scientific Institution, upon the plan of that at Middletown, Ct. under Capt. Partridge. We understand that he had been highly successful in his enterprise in Mississippi. His worth and amiable disposition will be long remembered, and his loss deeply regretted, by an extensive circle of friends—but by none more sincerely than ourselves, who know him intimately from childhood, and through all his struggles for respectability and eminence. He has left a wife and one child, to lament his premature death. They were formerly from Hartland, Vermont.

WEEKLY REPORT OF DEATHS.

The City Inspector reports the death of 129 persons during the week ended on Saturday last, 13th inst. viz.:—41 men, 35 women, 30 boys, and 23 girls—of whom 27 were of the age of 1 year and under, 5 between 1 and 2, 10 between 2 and 5, 3 between 5 and 10, 5 between 10 and 20, 19 between 20 and 30, 23 between 30 and 40, 13 between 40 and 50, 7 between 50 and 60, 5 between 60 and 70, 3 between 70 and 80, and 1 between 80 and 90.

Diseases: Apoplexy 2, casualty 2, catarrh 1, cholera malignant 14, consumption 23, convulsions 7, diarrhoea 2, dropsy 4, dropsy in the head 1, dysentery 2, fever 3, fever bilious 2, fever bilious remittent 1, fever hectic 1, fever scarlat 3, fever typhus 4, flux infantile 6, hæmorrhage 1, hives or crop 2, inflammation of the bowels 5, inflammation of the brain 2, inflammation of the chest 2, interperanco 1, marasmus 4, old age 4, peripneumony 2, pneumonia typhodes 3, sore throat 1, stillborn 6, suicide 1, tea-bing 3, unknown 2, whooping-cough 1.

ABRAHAM D. STEPHENS, City Inspector.

PASSENGERS

In the new ship South America, sailed Tuesday for Liverpool.—B. G. Walnwright, of New-York; Nathl. Littlefield and lady, of do.; Mrs. Torrey and daughter, of do.; Mrs. Johnson, of do.; James H. Hackett, of do.; G. B. Dorr, of do.; Edw. Shaw, Jr. of do.; Thomas Moss, of England; Dr. Wood, of do.; Mr. Fowler, of do.; Lieut. Gen. Murray, of the British Army; Miss Woodville and servant, of Baltimore; H. McKim, of do.; John McKim, of do.; Edward Shaw, of Dublin; James Clarke, of Lisbon, Ohio; Captain Haaty, of Liverpool; V. G. Audubon, of Kentucky.

Per ship New York, from Liverpool.—Mrs Harriet Grant Gillet, Augustus C Gillet, Edward C D Gillet, Harriet E Gillet, Lucretia T Gillet, and Mrs Mary Higgins and daughter, O D Ward, R S Swearingen, J Sproston, W Stepton, J W Grundy, G B Walker, P B Halliday, W G Wilson, and 15 in the steerage.

In the ship Henri IV, from Havre—James Wright and lady, of London; T. Jung and lady, of New-York; J. A. Tard, of do.; Eugene Decair, of do.; H. Gueter and lady, of Bethlem; A. Le Barbier, of Savannah; Henry Martin, of Paris; Lewis Vignardonne, of do.; H. E. Lelubre, of Charleston; George Mandrot, of Havre; Charles Vogelang, of Bavaria; Ker Doret, of Guadaloupe; Philip Annhacser, from Germany, and 154 in the steerage.

Per ship Concordia, from Turks Island—J Brainard and W
Carnes.

Per ship John Linton, from New-Orleans—L. Butler and one in the steerage.

Per barque Ann Eliza, from Buenos Ayres—J C Bassett, Esq and lady, and A Tyler.

Coal Trade of the Lehigh.—Coal despatched at Mauch Chunk for the week ending Oct. 12, 1892:—

Boats.	Tons.
47 carrying	1,685

1,481	previously	• • • • •	00,862
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1,523 61,544

—*Coal Trade of the Schoodkill*.—Descended last week with coal.

Barks.	Tons.
226 carrying	9,143

3,996	per last report	140,544
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4,221	148,143
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SALES AT AUCTION OF REAL ESTATE.
By W. F. Pell and Co. - October 15.

House and Lot, No. 86 Centre street, 25 feet by 94, \$3,200.

METEOROLOGICAL TABLES.

MONTREAL, U. C.										TROY, N. Y.										CHARLESTON, S. C.										MOBILE, ALAB.									
DAYS.		Thermometer.		Barometer.		Weather.		Thermometer.		Thermometer.		Wind.		Weather.		Thermometer.		Weather.		Wind.																			
No.	T. a. m.	3 p. m.	T. a. m.	3 p. m.	T. a. m.	3 p. m.	T. a. m.	3 p. m.	Barometer.	Thermometer.	Thermometer.	Thermometer.	Thermometer.	Thermometer.	Thermometer.	Thermometer.	Thermometer.	Thermometer.	Thermometer.	Thermometer.																			
August 10	64	78	30.97	30.17	Fair	Fair	68	78	77	97	83	SW	SW	SW	Clear	74	82	82	82	76	76	Fair																	
11	67	81	30.97	30.57	do	do	69	81	79	97	85	do	do	do	do	75	85	85	85	77	77	do																	
12	68	84	30.91	30.51	do	do	70	84	80	97	85	do	do	do	do	76	86	86	86	78	78	Cloudy																	
13	69	84	30.91	30.51	do	do	71	84	81	97	86	do	do	do	do	77	87	87	87	79	79	Cloudy																	
14	69	84	30.91	30.51	do	do	72	84	82	97	86	do	do	do	do	78	88	88	88	80	80	Cloudy																	
15	69	84	30.91	30.51	do	do	73	84	83	97	86	do	do	do	do	79	89	89	89	81	81	Cloudy																	
16	69	84	30.91	30.51	do	do	74	84	84	97	86	do	do	do	do	80	90	90	90	82	82	Cloudy																	
17	67	85	30.17	30.18	do	do	75	85	85	97	86	do	do	do	do	81	91	91	91	83	83	Cloudy																	
18	68	87	30.12	30.18	do	do	76	87	86	97	86	do	do	do	do	82	92	92	92	84	84	Fair																	
19	69	89	30.06	30.24	do	do	77	89	89	97	86	do	do	do	do	83	93	93	93	85	85	Fair																	
20	69	89	30.12	30.24	do	do	78	89	89	97	86	do	do	do	do	84	94	94	94	86	86	Cloudy																	
21	69	89	30.12	30.24	do	do	79	89	89	97	86	do	do	do	do	85	95	95	95	87	87	Cloudy																	
22	69	89	30.12	30.24	do	do	80	89	89	97	86	do	do	do	do	86	96	96	96	88	88	Cloudy																	
23	69	89	30.12	30.24	do	do	81	89	89	97	86	do	do	do	do	87	97	97	97	89	89	Cloudy																	
24	69	89	30.12	30.24	do	do	82	89	89	97	86	do	do	do	do	88	98	98	98	90	90	Cloudy																	
25	69	89	30.12	30.24	do	do	83	89	89	97	86	do	do	do	do	89	99	99	99	91	91	Cloudy																	
26	69	89	30.12	30.24	do	do	84	89	89	97	86	do	do	do	do	90	100	100	100	92	92	Cloudy																	
27	69	89	30.12	30.24	do	do	85	89	89	97	86	do	do	do	do	91	101	101	101	93	93	Cloudy																	
28	69	89	30.12	30.24	do	do	86	89	89	97	86	do	do	do	do	92	102	102	102	94	94	Cloudy																	
29	69	89	30.12	30.24	do	do	87	89	89	97	86	do	do	do	do	93	103	103	103	95	95	Cloudy																	
30	69	89	30.12	30.24	do	do	88	89	89	97	86	do	do	do	do	94	104	104	104	96	96	Cloudy																	
31	69	89	30.12	30.24	do	do	89	89	89	97	86	do	do	do	do	95	105	105	105	97	97	Cloudy																	
September 1	69	89	30.12	30.24	do	do	90	89	89	97	86	do	do	do	do	96	106	106	106	98	98	Cloudy																	
2	69	89	30.12	30.24	do	do	91	89	89	97	86	do	do	do	do	97	107	107	107	99	99	Cloudy																	
3	69	89	30.12	30.24	do	do	92	89	89	97	86	do	do	do	do	98	108	108	108	100	100	Cloudy																	
4	69	89	30.12	30.24	do	do	93	89	89	97	86	do	do	do	do	99	109	109	109	101	101	Cloudy																	
5	69	89	30.12	30.24	do	do	94	89	89	97	86	do	do	do	do	100	110	110	110	102	102	Cloudy																	
6	69	89	30.12	30.24	do	do	95	89	89	97	86	do	do	do	do	101	111	111	111	103	103	Cloudy																	
7	69	89	30.12	30.24	do	do	96	89	89	97	86	do	do	do	do	102	112	112	112	104	104	Cloudy																	
8	69	89	30.12	30.24	do	do	97	89	89	97	86	do	do	do	do	103	113	113	113	105	105	Cloudy																	
9	69	89	30.12	30.24	do	do	98	89	89	97	86	do	do	do	do	104	114	114	114	106	106	Cloudy																	
10	69	89	30.12	30.24	do	do	99	89	89	97	86	do	do	do	do	105	115	115	115	107	107	Cloudy																	
11	69	89	30.12	30.24	do	do	100	89	89	97	86	do	do	do	do	106	116	116	116	108	108	Cloudy																	
12	69	89	30.12	30.24	do	do	101	89	89	97	86	do	do	do	do	107	117	117	117	109	109	Cloudy																	
13	69	89	30.12	30.24	do	do	102	89	89	97	86	do	do	do	do	108	118	118	118	110	110	Cloudy																	
14	69	89	30.12	30.24	do	do	103	89	89	97	86	do	do	do	do	109	119	119	119	111	111	Cloudy																	
15	69	89	30.12	30.24	do	do	104	89	89	97	86	do	do	do	do	110	120	120	120	112	112	Cloudy																	
16	69	89	30.12	30.24	do	do	105	89	89	97	86	do	do	do	do	111	121	121	121	113	113	Cloudy																	
17	69	89	30.12	30.24	do	do	106	89	89	97	86	do	do	do	do	112	122	122	122	114	114	Cloudy																	
18	69	89	30.12	30.24	do	do	107	89	89	97	86	do	do	do	do	113	123	123	123	115	115	Cloudy																	
19	69	89	30.12	30.24	do	do	108	89	89	97	86	do	do	do	do	114	124	124	124	116	116	Cloudy																	
20	69	89	30.12	30.24	do	do	109	89	89	97	86	do	do	do	do	115	125	125	125	117	117	Cloudy																	
21	69	89	30.12	30.24	do	do	110	89	89	97	86	do	do	do	do	116	126	126	126	118	118	Cloudy																	
22	69	89	30.12	30.24	do	do	111	89	89	97	86	do	do	do	do	117	127	127	127	119	119	Cloudy																	
23	69	89	30.12	30.24	do	do	112	89	89	97	86	do	do	do	do	118	128	128	128	120	120	Cloudy																	
24	69	89	30.12	30.24	do	do	113	89	89	97	86	do	do	do	do	119	129	129	129	121	121	Cloudy																	
25	69	89	30.12	30.24	do	do	114	89	89	97	86	do	do	do	do	120	130	130	130	122	122	Cloudy																	
26	69	89	30.12	30.24	do	do	115	89	89	97	86	do	do	do	do	121	131	131	131	123	123	Cloudy																	
27	69	89	30.12	30.24	do	do	116	89	89	97	86	do	do	do	do	122	132	132	132	124	124	Cloudy																	
28	69	89	30.12	30.24	do	do	117	89	89	97	86	do	do	do	do	123	133	133	133	125	125	Cloudy																	
29	69	89	30.12	30.24	do	do	118	89	89	97	86	do	do	do	do	124	134	134	134	126	126	Cloudy																	
30	69	89	30.12	30.24	do	do	119	89	89	97	86	do	do	do	do	125	135	135	135	127	127	Cloudy																	
31	69	89	30.12	30.24	do	do	120	89	89	97	86	do	do	do	do	126	136	136	136	128	128	Cloudy																	